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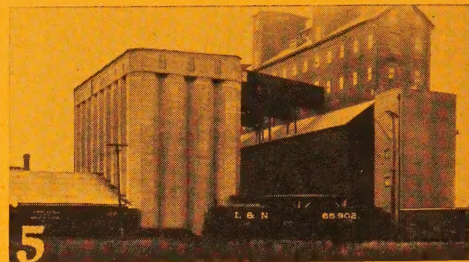
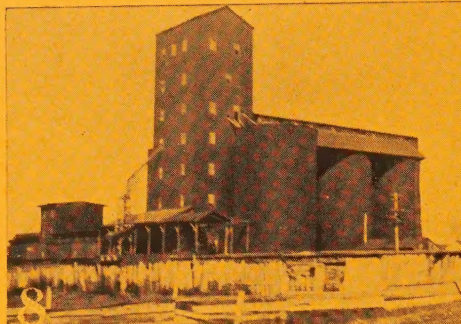
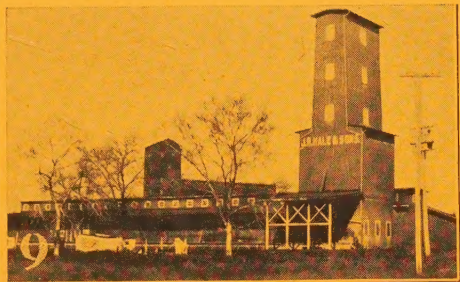
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is rolled from a single strip of metal and the flight given its permanent form by the rolling process. It has proven to be most efficient for handling grain, and is used entirely by many of the large elevators throughout the country.

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ALLEN GRAIN CO.—Receivers and shippers.
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W. H. CROZIER & CO.—Receivers and shippers.
DAUGHERTY-VINCENT GRAIN CO.—Receivers and shippers.
THE GILLETTE GRAIN CO.—Operators steel elevator.
J. R. HALE & SONS—Receivers and shippers.
HERMITAGE ELEVATOR & WAREHOUSE—Public storage.
CHAS. D. JONES & CO.—Receivers and shippers.
S. S. KERR—Receivers and shippers.
LIBERTY MILLS—Flour and feed.
MERO MILLS—FLavo FLour, feeds.

Grain Exchange Members

NASHVILLE GRAIN & FEED CO.—Receivers and shippers.
NASHVILLE ROLLER MILLS—Self-rising flour mfrs.
NASHVILLE WAREHOUSE AND ELEVATOR—Public elevator.
NEIL SHOFNER GRAIN CO.—Receivers and shippers.
REX MILL & FEED CO.—Grain and feeds.
W. R. TATE—Receivers and shippers.
TENNESSEE GRAIN CO.—Receivers and shippers.
JOHN A. TYNER & CO.—Corn, wheat, oats, seeds.
J. H. WILKES & CO.—Grain, flour, feeds.
R. H. WORKE & CO.—Grain, feed, hay.



Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

ALBANY, GA.

Bush, V. R., flour, feed, grain broker.
Georgia Commission Co., mdse. and grain brokers.
Martin & Co., Roy, broker, grain and feedingstuffs.

ANNISTON, ALA.

Woodruff Feed Co., dealers grain, hay, feed.

ATCHISON, KANS.

Blair Elevator Co., receivers and shippers.*

ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.
Callaway Grocery Co., The, whole. gro., grain, feeds.
Hinton & Co., O. R., mdse. and grain brokers.
O'Farrell Brokerage Co., flour, grain, hay, mxd. fds.*
Pitner & Beusse, grain and merchandise brokers.*
Steedman, Wm. B., grain, feed broker.*
Webb Brokerage Co., grain, flour, feed specialty.
Wier Feed & Grain Co., whole. grain, feed, flour.

ATLANTA, GA.

Commercial Exchange Members.
Atlanta Milling Co., buyers of soft mlg. wheat.*
Brooke & Co., T. H., grain, hay, flour, c/s pdts.
Fain Grain Co., W. L., flour, feed, field seeds.*
Gregg & Son, J., wholesale brokers, grain, hay.*
Leonard & Sons, J. T., feedingstuffs, mdse. brokers.
Martin, Theo. W., broker, grain, flour, hay, mxd. feed.
Smith, Edward E., broker, grain, hay, flour, mxd. feed.
Taylor Commission Co., c/s meal, c/s hulls, fertilizer.*

AUGUSTA, GA.

Board of Commerce Members.
Clark Milling Co., dealers grain & feedstuffs.*
Cranston & Co., A., brokers, grain, hay, feed.
Dunbar & Co., H. S., grain, hay, feed, flour, brokers.
Eve & Co., H. C., grain, grain pdts., mdse., brokers.
Fletcher & Co., W. W., brokers, hay, grain, flour, feed.
Hinson, O. W., broker, grain, feed, flour, hay.*
Lamb & Hollingsworth, brokers, grain, flour, feed.*
Robinson Co., P. F., brokers, feed, grain, flour, hay.

BALTIMORE, MD.

Chamber of Commerce Members.
Baltimore Grain Co., grain receivers, exporters.*
Baltimore Pearl Hominy Co., corn products.*
Blackburn & Co., C. P., grain receivers, exporters.*
Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Fahey & Co., John T., grain receivers and exporters.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Robinson & Jackson, grain commission merchants.*
Steen & Bro., E., grain receivers and exporters.*
Wack & Co., Henry E., grain, hay, feeds.*

BEAUMONT, TEX.

Archer Brokerage Co., grain brokers.

BESSEMER, ALA.

Curry & Co., J. C., feedstuffs, flour, meal.

BILLINGS, MONT.

Soule, Ralph W., grain and feed broker.

BIRMINGHAM, ALA.

Birmingham Grain Co., grain, feed, flour.*
Ocell Brokerage Co., grain, hay, millfeed brokers.*
Cosby Flour & Grain Co., W. M., grn., flour crn. ml.*
Guice, Edward T., flour, grain, feed broker.
Hemphill & Co., R. C., mdse. & grain brokers.
Montgomery Brokerage Co., grain, gr. pdts., hay, mdse.
Morgan & Co., B. G., broker, grain, feed, flour, hay.*
Ramsey & Co., J. E., mdse., grain, feed, flour broker.
Southeastern Brokerage Co., grain, hay, feed.
Sunny South Grain Co., mfrs., mxd. fd., ctn. sd. ml.
Tennessee Mill & Feed Co., feedingstuff.*
Western Grain Co., mfrs., mxd. feed, crn. meal, grits.*
Wood-Crabbe Grain Co., mfrs., crn. ml., grits., gr., hay.*

BLOOMINGTON, ILL.

Hasenwinkle Grain Co., cash and futures.
Slick, L. E., grain.
Worth-Gyles Grain Co., cash and future grain.*

BOSTON, MASS.

Chamber of Commerce Members.
Bensaquin, Matthew D., grain brokerage, commission.*
Jaquith, Parker, Smith & Co., wheat, barley, millo.*

BRUNSWICK, GA.

McKinnon, Malcolm B., grain, hay, feed, produce.
Ogg, C. D., mdse., grain & feedstuffs.
Taylor, C. A., grain, hay, feed broker.

BUFFALO, N. Y.

Corn Exchange Members.
Armour Grain Co., grain merchants.*

BUFFALO (Continued)

Burns, Berend J., grain and feed merchant.
Burns Grain Co., grain commission.*
Churchill Grain & Seed Co., receivers, shippers.*
Doorty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elevator Co., consignments.*
Gee-Lewis Grain Co., grain consignments.*
Harold, A. W., grain, barley a specialty.
Irwin, Dudley M., barley.*
McConnell Grain Corporation, commission merchants.*
Kennedy & Co., Chas., wheat a specialty.*
Pratt & Co., receivers, shippers of grain.*
Ratcliffe, S. M., commission merchant.
Taylor & Bournique Co., grain merchants.*
Urmon Grain Co., grain commission.*
Whitney & Gibson, consignments.*

CAIRO, ILL.

Board of Trade Members.
Halliday Elevator Co., grain dealers.*
Thistlewood & Co., grain and hay.

CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.*
Gifford Grain Co., grain and grain products.*
King Wilder Grain Co., grain shippers.*

CHATTANOOGA, TENN.

Grain Exchange Members.
Bagley & Semmes, hay, grain and feed brokers.
Chattanooga Feed Co., grain, feed, hay, cowpeas.
Harbin, A. D., hay, grain and mill feeds.
Hood Feed Co., flour, feeds, field seeds.
Lookout Brokerage Co., grain, feeds, mdse.
Tennessee River Mlg. Co., corn buyers, corn meal mfrs.
Thomasson & Co., J. T., grain, hay, feed.
Winer Feed Co., food, feed, seed.

CHICAGO, ILL.

Board of Trade Members.
Anderson & Co., W. P., grain commission merchants.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Bennett & Co., Jas. E., commission merchants.*
Brennan & Co., John E., grain commission merchants.
Bridge & Leonard, commission merchants.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry E., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Hales & Hunter Co., grain merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.
Holt & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
Lewis & Co., F. S., grain and provisions.*
McKenna & Dickey, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Northern Grain & Warehouse Co., grain receivers.
Paynter, H. M., grain and field seeds.
Perrine & Co., W. H., grain and commission.*
Pope & Eckhardt Co., grain and seeds.
Press & Co., W. G., grain, provisions, stocks, etc.
Quaker Oats Co., buyers of grain.
Requa Bros., wheat a specialty.*
Rosenbaum Bros., receivers, shippers.*
Rosenbaum Grain Co., J., grain merchants.*
Rothschild Co., Moses, receivers and shippers.
Rumsey & Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Udike Grain Co., consignments.*
Leland & Co., E. F., grain and seeds.*
Zweig & Co., Harry A., cash grain only.

CINCINNATI, O.

Grain & Hay Exchange Members.
Bingham-Scholl Co., grain merchants.*
Early & Daniel Co., grain, hay, feed.*
Mutual Commission Co., hay, grain and feed.*
Perlin Bros., want corn.*

CLEVELAND, O.

Grain & Hay Exchange Members.
Bailey, E. I., grain and millfeed.*
Cleveland Grain Co., The, receivers and shippers.*
Gates Elevator Co., The, receivers and shippers.*
Irke Shore Elevator Co., grain and feed.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Star Elevator Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., receivers, shippers hay & grain.*
Union Elevator Co., The, grain and hay.*

COLUMBUS, GA.

City Mills Co., soft wheat, corn, millers.*
Dexter & Hamburger, grain, hay, feed, flour brokers.*
Joseph Co., Dan., grain, grain products.*
Watkins & Co., L. C., mdse. and grain broker.

CRAWFORDSVILLE, IND.

McCardle-Black Co., grain commission merchants.

CULLMAN, ALA.

Ponder & Kelley, grain, feed, gen'l mdse.

DALLAS, TEX.

E. A. Johnson Co., grain and flour brokers.
Rothschild Co., S., grain, c/s products, rice b/p.*

DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ALA.

Lyle-Taylor Grain Co., whole. grain, hay, feeds.

DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.*

DENVER, COLO.

Grain Exchange Members.
Ady & Crowe Merc. Co., The, grain and hay.
Conley-Koss Grain Co., The, grain and beans.
Crescent Flour Mills, The, wheat, corn oats.*
Gallagher Grain Co., grain merchants.*
Denver Elevator. We buy and sell grain and beans.*
Hungarian Flour Mills, wheat, corn, oats, etc.
Kellogg Grain Co., O. M., receivers and shippers.*
McCaul-Dinsmore Co., wholesaler and commission.*
O'Donnell Grain Co., wholesale grain.*
Phelps Grain Co., T. D., wholesale grain.*
Scott-George Grain Co., receivers and shippers.*
Summit Grain & Coal Co., wheat, corn, oats, rye, barl.*
Thompson Merc. Co., The W. F., wholesale hay.
Warwick Grain Co., buyers & sellers all kinds of grain.

DES MOINES, IOWA.

Board of Trade Members.
Anderson Co., D. L., grain merchants.*
Barts & Co., W. H., grain merchants.*
Des Moines Elevator & Grain Co., oats a specialty.
Harper & Sons, commission merchants.*
Iowa Grain Co., receivers and shippers.
Lockwood, Lee, grain, millfeed broker.
Marshall Hall Grain Co., grain commission.
Mid-West Consumers Grain Co., grain merchants.*
Perrine & Co., W. H., commission merchants.
Taylor & Patton Co., corn and oats.
Tower, C. A., grain broker.

DETROIT, MICH.

Board of Trade Members.
Carson & Co., H. C., corn, oats, rye.*
Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., grain, hay consignments a specialty.*
Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain and hay.*

DUBLIN, GA.

Barton, J. W., commission merchant.
Farmers Co-op. Elvtr. & Mills, grain and feed.
Peacock, R. T., broker.
Pope, J. T., flour and corn miller.
Walker, C. L., merchandise broker.

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

FRANKFORT, IND.

McCardle-Black Co., grain commission merchants.

GADSDEN, ALA.

Alabama Brokerage Co., grain, feed, hay, flr., mdse.

Gadsden Brokerage Co., feed, flr., hay c/s pdts.

GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.*

GREENVILLE, MISS.

Lyle & Lyle, whole. grain, hay, feedstuffs.

GREENSBORO, N. C.

Moon-Taylor Co., grain and hay brokers.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

GULFPORT, MISS.

Corso & Runfalo, gro., grain, feed, flour, hay.

Gulfport Grocery Co., gro., grain, fd., flr., etc.*

Howie & Co., J. B., bkrs., grain, fd., flr., hay.

HAMMOND, IND.

Nowak Milling Corp., "Domino Feeds."

HASTINGS, NEBR.

Elder, Fred W., wholesale grain, hay and mill pdts.*

Koehler-Twisdale Elevator Co., grain dealers.*

Moritz Grain Co., Chas., wholesale grain.

Sexson, C. R., grain.

(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HATTIESBURG, MISS.

Bobo & Co., W. E., bkrs., mdse., grain, hay, fd., fr.
McLain & Co., A. S., grain, feed, mdse. broker.
Merchants Grocery Co., whlse. grocers, grain, fd., fr.

HAVANA, CUBA.

Smith Co., C. E., gen'l brokers—Jacksonville, Miami.*

HOUSTON, TEX.

Beatty-Archer Co., grain brokers.*
Gulf Grain Co., grain, hay, millfeed.*
Rothschild Co., S., grain, c/s products, rice b/p.*

HUTCHINSON, KANS.

Board of Trade Members.

Farmers Co.-Op. Com. Co., commission merchants.
Gano Grain Co., grain merchants.
Hausam-Bateman & Co., grain buyers and sellers.
Hayes Grain Co., John, grain merchants.
Hutchinson Grain Co., grain merchants.
Kelly Milling Co., Wm., millers of hard wheat.
Jay Hausam & Company, grain merchants.
McClure Grain Co., J. B., buyers and sellers.*
Pettit Grain Co., L. H., grain merchants.
Reno Flour Mills Co., millers and grain dealers.
Rock Milling & Elevator Co., receivers and shippers.
Russell Grain Co., commission merchants.
Southwest Grain Co., receivers and shippers.
The Security Ele. Co., receivers, shippers milo kafir.
Union Grain Co., grain merchants.

HUNTSVILLE, ALA.

Huntsville & Decatur Bkg. Co., dhrs. gr. & gr. pdts.
Lyle & Lyle, whlse. grain, hay, feedstuffs.

INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elevator & Feed Co., receivers and shippers.
Bingham-Hewett-Scholl Co., grain merchants.*
Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain Co., grain commission.
Evans Grain Co., W. R., commission and brokerage.*
Goldberg Grain Co., consignments.*
Hayward-Rich Grain Co., grain commission.*
Hill Grain Co., The Lew, commission & brokerage.
Hooster Grain Co., consignments only.
Kendrick & Sloan Co., Inc., grain and hay.
Kinney Grain Co., H. E., receiver and shipper.*
McCardle-Black Co., grain merchants.
Menzie Grain & Bkg. Co., Carl D., grain commission.*
Merchants Hay & Grain Co., hay, grain, mill feed.*
Minor & Son, B. B., grain consignments solicited.
Montgomery & Tompkins, receivers and shippers.
Shotwell & Co., C. A., grain & hay.
Steinhart Grain Co., commission and brokerage.*
Urmston Grain Co., receivers and shippers.*
Witt, Frank A., grain commission and brokerage.*

JACKSON, MICH.

Bartlett & Co., J. E., feed, grain, salvage.*
Stockbridge Elvtr., track buyers, sellers, gr. & sds.
Wagner-White Co., track buyers-sellers, grain-feed.

JACKSON, MISS.

Aviston Flour Co., feed mfgs. whl. flour, grain.*
Brittain & Co., P. L., mer. bkrs., dhrs. hay, gr., mill pdts.
Green, R. H., whlse. grocers, pdce, grain, mill feed.
Nail & Co., A. S., grain brokers.
Royal Feed & Mfg. Co., mixed feed mfgs.*

JACKSONVILLE, FLA.

Baker Co., A. S., brokers, grain, feedingsuffs, mdse.
Florida Gr. & Elvtr. Co., corn and oats.
Howard Grain Co., whlse. dealers grain, hay, flour.*
Hulsey-Bessent Co., hay, grain, produce brokers.
Hunt Co., C. C., brokers, grain, feed, hay, flour, mdse.
Savage & Redavats Co., merchandise & grain brokers.
Smith Co., C. E., gen'l brokers, Havana & Miami.*
Wilson & Parker Co., brokers, grain, feed, hay, etc.*

JASPER, ALA.

Acuff, J. D., buyer white milling corn.
Robins, J. H., grain, hay, feed, flour broker.

KANSAS CITY, MO.

Board of Trade Members.

Addison Grain Co., consignments.
Beyer Grain Co., consignments and mill orders.
Bruce Bros. Grain Co., consignments.
Christopher & Co., B. C., kafir, feterita, milo.*
Croysdale Grain Co., grain commission.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Grain Co., consignments.*
Dils & Morgan, consignments.*
Ernst Davis Grain Co., commissions.*
Federal Grain Co., receivers, shippers.*
Frisco Elevators Co., grain merchants.*
Goffe & Carkner, receivers and shippers of grain.*
Hall-Baker Grain Co., consignments.
Hinds Grain Co., The, receivers, shippers.*
Hipple Grain Co., feterita, kafir, milo.
Larabee Flour Mills Corp., The, mtrs. "Larabee Best."
Masters Brokerage Co., H. S., flour, millfeed, grain.
Mensendieck Grain Co., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers and shippers.*
Norris Grain Co., grain merchants and exporters.
Orthwein Matchette Co., consignments, buying orders.*
Parker Corn Co., corn, oats, kafir, milo.*
Rothen Grain Co., E. E., consignments.
Root Grain Co., consignments and futures.*
Shannon Grain Co., consignments.

KANSAS CITY (Continued)

Stevenson Grain Co., buyers and sellers.*
Terminal Elevators, receivers, shippers.*
Twidale-Wright Grain Co., consignment futures.
Thresher Fuller Grain Co., grain commission.*
Western Grain Co., shippers (a specialty).*

KNOXVILLE, TENN.

Davis & Susong Co., hay, grain, feed.*
Levy & Co., R. T., merchandise and grain brokers.
Security Mills & Feed Co., mfrs. of mixed feed.*
Smith & Co., J. Allen, flour, meal, feed.*

LAKE CHARLES, LA.

Beatty Brokerage Co., grain brokers.*

LITTLE ROCK, ARK.

Grain Exchange Members.

Cunningham Commission Co., grain, corn products.*
Caple & Stockton, hay, grain, feed.
Cochran Co., H. K., grain dealers.
Daniel Mill & Elevator Co., Joe, grain, hay, feed.
Darragh Company, hay, grain, mixed feeds.*
Davis, S. P., dealer, consignments.
Farmer Wilson Co., brokers, hay, grain, mill feed.*
Gordy Co., C. L., grain brok., hay, grain, mill feed.
Hayes Grain & Commission Co., dealers in grain, hay.*
Munn Brokerage Co., grain, hay, mill feed.*
Niemyer Grain Co., George, grain, hay, mill feed.*
Weinmann Milling Co., grain, hay, mixed feeds.
Wilson Co., John R., grain brokers.

LIMA, O.

Riddle & Co., T. P., hay and grain.

LINCOLN, NEBR.

Grain Exchange Members.

Barstow Grain Co., W. T., recvrs. and shprs. all grs.
Central Granaries Co., wheat, corn, oats, rye barley.
Cummings Grain Co., M. T., grain, seed, millfeed.
Ewart Grain Co., wheat, corn, oats, rye, barley.*
Foster Grain Co., receivers and shippers.
Gooch Milling & Elvtr. Co., flour, feed, macaroni pdts.
Lincoln Grain Co., grain merchants.*
Nebraska Corn Mills, meal, pearl hominy, corn, flour.
Paul, John M., grain broker, hay, gr., millfeeds.
Western Feed Dealers Supply Co., hay, gr., millfeeds.
Wright-Leet Grain Co., receivers and shippers.

LOS ANGELES, CALIF.

Grain Exchange Members.

Pacific Grain & C. S. F. Co., grain & c/s meal.

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., receivers-shippers of grain.*
Callahan & Sons, receivers and shippers of grain.*
Edinger & Co., grain, hay, flour.
Farmer & Sons, Oscar, hay, grain and feeds.*
Fuechtenicht, Henry, grain, feed, hay.
Kentucky Public Elevator Co., storers and shippers.*
Schuff & Co., A. C., specialty white mlg. corn, wh.*
Verhoeff & Co., H., receivers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

MACON, GA.

Dorsett Co., W. C., brokers, grain feed, flour.
McCord, Chas. R., flour, grain, feed, broker.
McRae, D. L., flour, grain, hay, feed, broker.*
Middlebrooks Bros., brokers.*
National Milling Co., mfrs. mixed feed.
Pitner, Beusse & Morgan, brokers.*
Quinby, Edmund B., hay, grain, flour, feed broker.

MEMPHIS, TENN.

Merchants Exchange Members.

Anderson, Embrey E., grain, hay, ear corn specialty.*
Browne, Walter M., broker & com., consignments.*
Buxton, E. E., broker and commission merchant.*
Bluff City Grain Co., all grains, oats a specialty.*
Cereal Byproducts Co., everything for mixed feeds.
Clark-Burkie & Co., grain and hay.*
Cook, L. P., receiver and shipper.
Davis & Andrews Co., grain, mixed feed.*
Denyven & Co., brokers and commission.*
Edgar-Morgan Co., mixed feed manufacturers, grain.
Hawenwinkle, H. J., consignments.
Horton & Co., J. B., grain dealers.
International Sugar Feed No. 2 Co. mfrs. swt. mx. fd.
Jones, Lee D., grain dealers.*
Lovitt & Co., L. B., cotton seed and peanut products.
Marks & Anderson, wholesale grain, hay, mixed feed.
Memphis Milling Co., high grade mixed feed.*
National Brokerage Co., flour, grain, feed brokers.*
Mississippi Elevator Co., grain dealers, feed mfgs.*
Nessly Co., J. L., broker, com., alf. meal, molasses.*
Patteson & Co., G. E., mfgs. mixed feed, grain.*
Pease & Dwyer, grain, mixed feed.*
Riverside Elevator & Warehouse, broker & whse'man.
Royal Feed & Milling Co., mixed feed manufacturers.*
Scruggs-Robinson Co., brok. com. mer., consignments.*
Sessum Coal & Grain Co., grain, mixed feed.
Stout-Hunt Milling Co., flour and corn meal.
Tate & Co., J. E., wholesale grain dealers.
U. S. Feed Co., grain, hay, mill feed.*
Wade & Sons, Inc., John, grain, feed, flour.*

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*
Alley, A. A., dealers & broker, grain and seeds.

MERIDIAN, MISS.

Board of Trade Members.

Anderton & Co., W. A., whlse brokers, gr., hay, fd.
Elkin-Henson Grain Co., gr. mxd. fd., hay, ctn. sd. pts.
George Co., The A. H., grain dhrs., mxd. fd. mfgs.*
Gibson Brokerage Co., J. A., grain & mdse. brokers.
Harris, John H., grain and mdse. brokers.
Hayward & Scott, grain brokers & mfrs. agents.
Lyle Grocery Co., The Tom, who. gro., grain & hay.
Meridian Grain & Elvtr. Co., gr. dhrs., mxd. fd. mfrs.
Meyer Bros., wholesale groc., grain, feed.
Smith Brokerage Co., grn., gr. pdts., hay, ctn., sd. pts.
Sturgis Co., grain dealers, mixed feed mfgs.*
Threefoot Bros. & Co., whlse grain, feed, dr., gro.
Snowden Com. Co., grain, hay, rice brokers.
Tutt Grain Co., J. B., grain, fd., ctn. sd. pdts., dhrs.
Queen City Feed Co., grain, hay, flour, corn meal.
Winner-Klein & Co., whlse gro., grain, feed.

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.*
Franke Grain Co., feeds, grain, hay.
Kamm Company, P. C., barley and rye.*
Quinn Shepherdson Co., receivers & shippers.
Rankin, M. G., & Co., grain and feed.
Kialto Elvtr. Co., grain receivers and shippers.*
Taylor & Bourneque Co., grain merchants.*
Thayer & Co., C. H., receivers & shippers.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Banner Grain Co., grain receivers.
Benson, Staback Co., grain commission.*
Cargill Commission Co., grain commission.
Carter, Sammis & Co., grain commission.
Cereal Grading Co., grain merchants.*
Chambers-Mackay Co., screenings & mill feed.
Dalrymple Co., William, grain commission.*
Davies & Co., F. M., grain commission.*
Gee Grain Co., G. E., receivers and shippers.
Gatchell-Tanton Co., grain commission.
Gould Grain Co., receivers and shippers.*
Hankinson & Co., H. L., grain commission.
Lewis & Co., Chas. E., consignments.*
Malmquist & Co., C. A., receivers & shippers.
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
Quinn-Shepherdson Co., receivers and shippers.*
Scroggins Grain Co., corn and oats.*
Sterling Grain Co., receivers and shippers all grains.
Van Dusen-Harrington Co., grain merchants.*
Welch Co., E. L., mill oats & screenings.*
Wernli-Anderson Co., grain commission, screenings.
Woodward Newhouse Co., grain merchants.
Zimmerman, Otto A., barley and oats my specialty.

MOBILE, ALA.

Butler & Clark, mdse., grain, ctn. sd. pdts., brokers.
Cleveland Co., Frank, bkrs. & com. merchants.
Hopper & Co., H. M., grain, mldfs., hay brokers.*
King & Co., John R., bkrs., grn., mldfs., hay, beans.
Meador & Co., W. M., mdse. & grain brokers.
Minnis & Co., A. R., bkrs., grain, feed, ctn. sd. pdts.
Stanford & McKinney, brokers, grain, grain pdts.
Suttle, J. L., grain, gr. pdts., feed, mdse. broker.*
Turner-Young Grain Co., dhrs., gr., gr. pdts., mfrs. fd.
Vass & Co., H. P., mdse. & grain brokers.
Wilson Brokerage Co., expt. freight bkrs., fwdg. agts.
Ziliak & Schafer Mlg. Co., grain & gr. pdts., feed.
Zimmern's Co., J., mxd. fd. mfgs., dhrs. grain & hay.

MONTGOMERY, ALA.

Alabama Black Belt Co., gr. bkrs., dhrs. in Ala. pdts.
American Mlg. & Feed Co., mfgs. crn. ml., gr. dl., fd.
Browder Bros., grain, feed, flour, mdse. bkrs.
Cody-Craig Co., grain, feed, flour, mdse., brokers.
Hobbie Grocery Co., H. M., opertrs. "Hobbie Elvtr."
Holland & Co., O. C., mdse. & grain brokers.
Lutz & Co., E. G., bkrs., grain, feed, flour, mdse.
Mitchell & Co., Chas. E., dhrs., hay, grain, cow peas.
Richardson Co., O. A., grain, feed, flour brokers.
Shank & Copeland, bkrs., grain, fd., fr., hay, mill pdts.
Smith Brokerage Co., grain, feed, flour, hay.
Winter, Loeb Grocery Co., grain, feed, flour, mdse.

MOULTRIE, GA.

Delay, A. J., flour and grist mill.
Moultrie Mill & Elvtr. Co., grain and feedingsuffs.

NASHVILLE, TENN.

Grain Exchange Members.

Allen Grain Co., receivers and shippers.*
Bennett & Co., John C., brokers.*
Crozier & Co., W. H., receivers and shippers.*
Daugherty-Vincent Grain Co., receivers and shippers.*

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NASHVILLE, TENN. (Continued)

Gillette Grain Co., The, operators steel elevator.*
Hale & Sons, J. R., receivers and shippers.*
Hermitage Elvtr. & Warehouse Co., public storage.*
Jones & Co., Chas. D., receivers and shippers.*
Kerr, S. S., receiver and shipper.*
Liberty Mills, flour and feed.*
Mero Mills, FLAVO FLOUR, feeds.*
Nashville Grain & Feed Co., receivers and shippers.
Nashville Roller Mills, self rising flour mfrs.*
Nashville Warehouse & Elvtr. Co., public storage.*
Neil Shofner Grain Co., receivers and shippers.*
Rex Mill & Feed Co., grain and feeds.*
Tate, W. R., receiver and shipper.*
Tennessee Grain Co., receivers and shippers.*
Tyner & Co., John A., corn, wheat, oats, seeds.*
Wilkes & Co., J. H., grain, flour, feeds.*
Worke & Co., R. H., grain, feed, hay.

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.*

NEW ORLEANS, LA.

Board of Trade Members.

Anderson & Jackson, Inc., exporters of grain.*
Barr, R. J., grain exporter.*
Gibbons, J. I., gr. dealers, mixed fd. mfrs., expts.
Kaiman Co., Paul R., recvrs., shprs., expts. of grain.
Langenberg Hay & Grain Co., recvrs., shprs. & expts.*
Lunham & Moore, forwarding & freight brokerage.
Matthews & Bro., Chas. R., grain & grain pdts., brks.*
Matthews & Sons, Geo. B., recvrs. & shprs., feed mfrs.
Milam-Morgan Co., Ltd., recvrs., shprs., mx. fd. mfrs.
Nathan & Pettis, fwdg. agt. & expt. fght. broker.*
Neumond, K. & E., dlrs. & expts in feed articles.
Richeson Co., Inc., W. L., expt. shpg., fgt. bkg. & fg.*
Rodd & Co., Chas. M., gr. brokers & fwdg. agents.*
Rogers, James M., grain brokerage & forwarding.*
Royal Feed & Mfg. Co., mfrs. of mixed feed.
Thomas Co., James, exporters & forwarders.
Waterman & Co., J. S., gr. flour & fd. brks., fr. jbrs.*

NEW YORK CITY.

Produce Exchange Members.

Bolle-Watson Co., Inc., receivers and exporters.
Brainerd Commission Co., consignments.*
Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Morey, L. A., grain.
Schwartz & Co., B. F., commission merchants.*
Therrien, A. F., broker.*

NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.*

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Cherokee Grain Co., grain merchants.*
Cozart Grain Co., C. B., grain merchants.*
Conyers Grain Co., grain merchants.*
Dustin Grain Co., grain, feed, seeds.*
Langenberg Bros. Grain Co., grain merchants.*
Maney Export Co., grain merchants.*
Marshall Grain Co., grain, feed, seeds.*
Oklahoma Export Co., grain commission.*
Okla. City M. & E. Co., grain merchants, millers.*
Rutledge Grain Co., commission merchants.*
Perkins Grain Co., W. L., commission merchants.*
Polson & Co., C. A., commission merchants.*
Stinnett Grain Co., grain merchants.*
Stowers Grain Co., W. B., commission merchants.*

OMAHA, NEBR.

Grain Exchange Members.

Adams-Reitz Grain Co., consignments.*
Butler Welsh Grain Co., grain merchants.*
Carlisle Grain Co., S. S., consignments.*
Cope & Kenney, grain commission.*
Crowell Elevator Co., receivers, shippers.*
Holmquist Elevator Co., receivers and shippers.*
Kern Co., brokers and commission merchants.*
Maney Grain Co., The, consignments.*
Merriam Commission Co., consignments.*
Miller Wilson Grain Co., receivers and shippers.*
Oswald Delaney Grain Co., consignments.*
Roberts Grain Co., Geo. A., grain merchants.*
Rothschild Grain Co., corn and oats.*
Stockham Grain Co., E., commission merchants.*
Taylor Grain Co., brokers.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., grain commission.*
Udike Grain Co., consignments.*

PALATKA, FLA.

Birdsey Commission Co., mdse. and grain brokers.

PARIS, ILL.

McCardle-Black Co., grain commission merchants.

PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.*
Bowman & Co., Geo. L., grain commission.*
Buckley & Co., grain and seeds.*
Cole Grain Co., Geo. W., receivers and shippers.*
Conover Grain Co., E. B., grain commission.*
Dewey & Sons, W. W., grain commission.*

PEORIA, ILL. (Continued)

Feltman Grain Co., C. H., grain commission.*
Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.*
McCreery & Son, J. A., wheat, corn, oats.*
Miles, P. B. & C. C., grain commission.*
Mueller Grain Co., receivers and shippers.*
Slick, L. E., consignments solicited.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Co., commission merchants.*
Worth-Gyles Grain Co., grain commission.*

PENSACOLA, FLA.

Bonacker Bros., brks., gr., hay, feed, fr., etn. sd. pts.
Consolidated Grocery Co., whole gro., grain, produce.
Gonzalez Co., The M. F., gr., hay, feed, mfrs. crn ml.
Jones & Co., B., grain, hay, flr., mill feed brokers.
Meador & Co., W. M., mdse. & grain brokers.
Wagenheim Co., The I. E., brks. mdse., gr., shorts, bn.
Wolff, I. mdse., grain, feed broker.

PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Lemont & Son, E. K., hay, grain, millfeed.*
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., B. L., hay, straw, grain, feed.*
Taylor & Bournique Co., grain merchants.*
Young & Co., S. H., wheat, corn, oats.*

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.*
Geidel & Leubin, grain and hay.*
Hardman & Heck, grain, hay, millfeed.*
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.*
McGague, R. S., grain, hay.*
Taylor & Bournique Co., grain merchants.*
Walton Co., Samuel, grain and hay.*
Young & Fisher, brokerage and commission.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PORTLAND, ORE.

Kerr, Gifford & Co., Inc., grain exporters.*
Northern Grain & Warehouse Co., grain exporters.*
Pacific Coast Elevator Co., grain.*
Pacific Grain Co., grain exporters.*
Tri-State Terminal Co., general grain and bags.*

PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay and feed.*

RICHMOND, VA.

Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

ROME, GA.

Chidsey, Jas. B., grain, hay and feed broker.*

White Brokerage Co., grain, hay, flour.

ROANOKE, VA.

Albergotti Bros., hay, grain, feed, flour.*

SAGINAW, MICH.

Smith-Connor Hay & Grain Co., hay and grain.

SAVANNAH, GA.

Moore & Co., grain, hay, cottonseed pdts.

SEATTLE, WASH.

Fairbanks & Co., F. M., grain and feed.
Lilly Co., The Chas. H., seed merchants.*
Webster & Co., E. A., grain commission, oriental seeds.

SELMA, ALA.

Baker, A. E., mdse., grain, feed, flour broker.
Campbell & Co., McD., brokers gr., fr., mdx. fd., hay.
Crandell, H. F., merchandise & grain broker.
Hooper, Son & Coleman, mdse., grain, flour brokers.
Ross, Rivers F., merchandise & grain broker.

ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., buyers and shippers.*
Gordon Commission Co., T. P., gr. dealer and broker.*
Great Western Grain Co., buyers and sellers.*
Aunt Jemima Mills Co., A. J., hominy feed.*
Marshall Hall Grain Co., consignments solicited.*
Sloan-Neidorp Grain Co., consignments.*
St. Joseph Hay & Grain Co., grain merchants.*

ST. LOUIS, MO.

Annun Burg G. & M. Co., flour, grain, millfeed.*
Ballard-Messmore Grain Co., recvrs. grain, hay, seeds.*
Bushfield Grain Co., receivers and shippers.*
Dreyer Commission Co., feeding stuffs, grain, seeds.*
Elmore Schultz Gr. Co., receivers and shippers grain.*
Goffe & Carkner Co., grain commission.*
Graham & Martin Grain Co., grain commission.*
Ichtirtz & Watson, grain, seeds and hay.*
Marshall Hall Grain Co., grain commission.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*

ST. LOUIS, MO. (Continued)

Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grase seed.*
Powell & O'Rourke, corn a specialty.
Thurnau Grain & Feed Co., Arnold A., grn., fd., scrngs.*
Toberman, Mackey & Co., grain, hay, seeds.*
Turner Grain Co., grain commission.*

SIOUX CITY, IOWA.

Board of Trade Members.

Jutton Co., L. C., grain commission.
Bailey, Walter H., grain merchants.*
McCaull Dinsmore Co., commission.*
Morris Grain Co., broker.*
Rumsey & Co., receivers of consignments.*
Taylor & Bournique Co., grain merchants.*
Terminal Grain Corp., receivers and shippers.*
Warwick Grain Co., consignments solicited.*
Western Terminal Elevator Co., receivers and shippers.*

STERLING, COLO.

Eller Grain Co., grain, hay, feed.

Moritz Grain Co., C., wholesale grain.

TALLEDEGA, ALA.

Farmers Ex. & Elvtr. Co., grain, feed, mfrs. corn meal.

TAMPA, FLA.

Bonacker Bros., brokers, grain, hay, feed, flour.
Harman & Hulse, grain, hay, millfeed brokers.*
Hart & Co., E. H., grain & feedstuffs broker.*
Miller-Jackson Grain Co., grain & feed dealers.*
Spence Brokerage Co., grain, feed, alf. meal, hay.
Tampa Brokerage Co., grain, hay, flour, feedstuffs.
Quinby, Edmund B., mdse. & feedstuffs broker.

TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.*

THOMASVILLE, GA.

Burch & Son, W. H., corn millers.
South Georgia Brokerage Co., brokers.
Thomasville Elvtr. Co., corn, velvet beans, field seeds.

TOLEDO, OHIO.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.*
Morehouse & Co., wholesale grain and seeds.*
Rice Grain Co., cash grain.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.*
Young Grain Co., grain receivers, shippers.*
Zahn & Co., J. F., grain seeds.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*

TOPPENISH, WASH.

Preston Co., H. P., alfalfa meal, grain, hay, feedstuffs.

TUSCALOOSA, ALA.

Eddins Brokerage Co., grain, feed, flour, mdse.
Indian Milling Co., mixed feed mfrs.
Rosenbush Brokerage Co., grain, feed, flour, mdse.
Southern Grain Co., grain, hay, mfrs. corn meal.

TUSCUMBIA, ALA.

Belser, Harry K., grain, feeds, mdse broker.
Hammerly, E. T., grain, hay, feed, seed.

UNION CITY, TENN.

Cherry-Moss Grain Co., grain, hay, feeds, seeds.
Dahnke-Walker Milling Co., milling, grain, feed.*
Howell Grain & Feed Co., grain and feed.

VALDOSTA, GA.

Birdsey Commission Co., mdse. and grain brokers.
So. Georgia Milling Co., mfr. mx. feed, vel. bean ml.
Valdosta Mill & Elvtr. Co., grain, corn meals, feeds.

VICKSBURG, MISS.

Well & Son, R., brokers; corn, oats, meal, hay, chops.
Wilkinson, R. C., grain broker.

VINCENNES, IND.

McCardle-Black Co., grain commission merchants.

WICHITA, KANS.

Board of Trade Members.

Beyer Grain Co., consignments and mill orders.*
Blood-Pickering Grain Co., consignments, mill orders.*
Carroll Grain Co., recvrs-shippers-grain, feed.*
Clark Burd Grain Co., consignments.*
Clark Grain Co., C. M., all kinds grain and feed.*
Craig Grain Co., J. W., consignments and mill orders.*
Groth, Samuel C., milling wheat and feed.*
Hayes Grain Co., John, Okla.-Kan. wheat for mills.*
Kansas Flour Mills Co., receivers and shippers.*
Kansas Milling Co., millers and grain merchants.*
Kelly Grain Co., Edward, grain and mill feed.*
Koch Grain Co., Geo., milling wheat.*
Kramer Grain Co., receivers and shippers.*
Raymond Grain Co., consignments.*
Strong Trading Co., wholesale grain and feed.*
Wallingford Bros., receivers and shippers.*
Warwick Grain Co., "always have a bid."*
Wichita Flour Mills Co., millers and grain merchants.*
Wichita Grain Co., receivers and shippers.*
Wichita Terminal Elev. Co., general elevator business.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. and seeds.*

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Nebraska Corn Mills,
Meal, Pearl Hominy, Table Grits, Corn,
Flour, Feed.

Ewart Grain Co.,
Wheat, Corn, Oats, Rye, Barley.

W. T. Barstow Grain Co.,
Receivers and Shippers of all Grains.

Wright-Leet Grain Co.,
Receivers and Shippers.

Lincoln Grain Co.,
Grain Merchants.

Western Feed Dealers Supply Co.,
Hay, Grain and Mill Feeds.

M. T. Cummings Grain Co.,
Grain, Seed, Millfeed.

John M. Paul,
Grain Broker.

Foster Grain Co.,
Receivers and Shippers.

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Members

ST. LOUIS

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the Milwaukee grain market retains its supremacy and the Chamber of Commerce sustains a leading position in the face of keen competition can be told briefly:

Milwaukee at all times has a big, broad market for all grains.

Its shipping facilities are the best on the Great Lakes and its harbor is the most secure and ample.

Its industrial consumption provides an active demand all the year.

It offers a premium over other markets in competitive territory for consignments, because it has a big shipping demand and very large elevator capacity.

Its remittances on consignments are extremely prompt.

Its salesmen have a reputation the country over for zeal, intelligence and probity.

Get into communication with any of the following Chamber of Commerce members and learn more about Milwaukee—the Logical Market

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Flanley Grain Co.
Henry Rang & Co.

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Moering Grain Co.
Blanchard Grain Co.

Franke-La Budde Grain Co.

Johnstone-Templeton Co.

Runkel & Dadmum

Cargill Grain Co.

L. Bartlett & Son Co.

W. M. Bell Company
Quinn Shepherdson Co.
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HAY and GRAIN**ATLANTA MILLING CO.**
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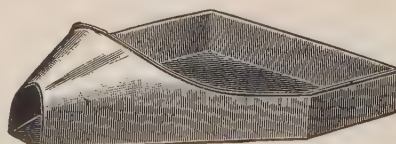
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Advise us of your needs. We can furnish
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Think O'Donnell when you think Grain—whether you buy, sell or consign

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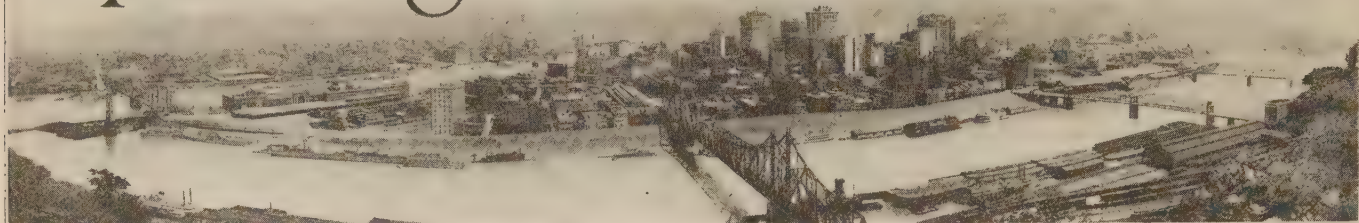
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We buy all kinds of Grain and Mill
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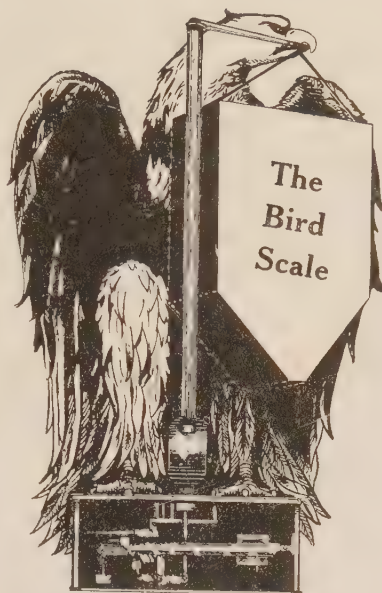
Your claims don't collect themselves—you must back them with proof that can not be disputed.

Hand weights properly recorded without chance for mistake are the only sure proof that can not be contested—and the BIRD Scale will give you just such proof.

It will automatically record every pound weighed and every discharge made.

The BIRD Scale Is Fool-proof and Mistake-Proof.

Let us prove to you that the BIRD Scale will give you better protection on your shipments.



The BIRD Scale is independent of foundation or settling of elevator. It is suspended from structure and will align itself. No binding—no intricate, finely adjusted mechanism to get out of order. Scale proper consists of one lever only. Weighing not affected by sticks, straw, cobs or dirt of any kind. The BIRD Scale is positive in its weighing under all conditions. Will weigh all kinds of grain and seeds without any adjustments or changing of weights.

Post yourself on this new shipping scale. Send for catalog, particulars and plans of installations.

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See Our Exhibit At Cincinnati Music Hall - June 1-2-3-4
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If you are not personally acquainted with "Bauer" Attrition Mills, here is your chance to look them over. Notice their all around, good, sturdy construction, the many little refinements in design, and the exclusively "Bauer" features. That end control with Temper Screw and Quick Release Lever is worth special attention. Note how easy the mill runs.

In the meantime, if you desire information regarding the "Bauer" Attrition Mills, write us. We'll gladly give full details. If you haven't a copy of our new catalog, No. 103, we'll gladly send one.

THE BAUER BROS. CO.
506 Bauer Building SPRINGFIELD, OHIO
We also make Single Disc Mills, Centrifugal Bolting Reels, Corn Crackers, Breakers, etc.

SCIENTIFIC

"Standard" Steel Elevator Legging

We manufacture 8 types of elevator legging as well as elevator heads, boots, buckets and other steel and galvanized iron mill equipment.

Types of Legs

- 2 or 4-flanged corners.
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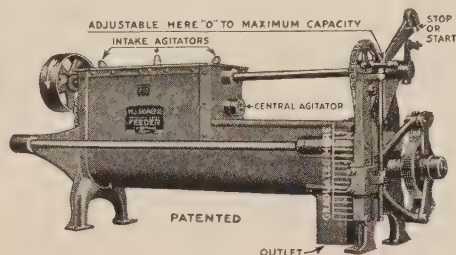
Write for quotations on any steel or galvanized iron mill or elevator equipments.

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Successor to The Ell-Kay Mfg. Co.
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Efficiency of Operation determines your profits.

GAUNTT gives greater efficiency, therefore, greater profits.



**If You Have Feeder Troubles
Install the GAUNTT and
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*NOTE—We build complete feed plants
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WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

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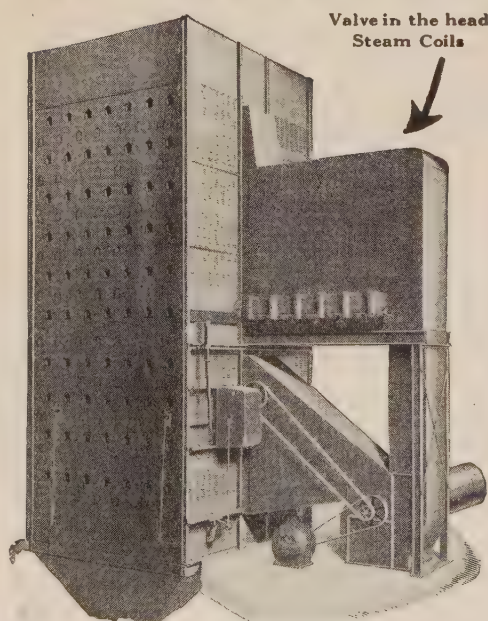
or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

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Grain Dealers Journal, 305 So. La Salle St., Chicago

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"MORRIS DRIED SAME AS SUN DRIED"

BE PREPARED

BUY AN AUTOMATIC MORRIS

You will use it every year.

AUTOMATIC and SELF CONTAINED

Requiring no special Building Construction. The Automatic feature eliminates an attendant. This is the simplest, most positive and uniform drier made. Write for detailed information and you will BUY A MORRIS if you buy a Drier.

**We Also Offer a Complete Line of
Direct Heat Driers**

THE STRONG-SCOTT MFG. COMPANY

"Everything for Every Mill and Elevator"

GREAT FALLS

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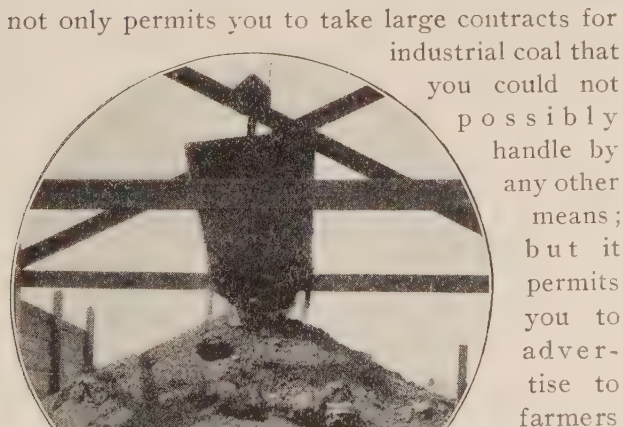
Each Godfrey Installation Is Designed and Built Special to Meet Customer's Requirements

The Godfrey System will enable you to Double Your Tonnage

With the Godfrey System you will greatly cut the cost of unloading coal from cars to your bins, yard-storage or waiting wagons and trucks.

You can load a fleet of motor trucks—quickly and economically—at the rate of a 1-ton bucketful every two minutes.

The **Godfrey System**



Deposits the Coal
without breaking it

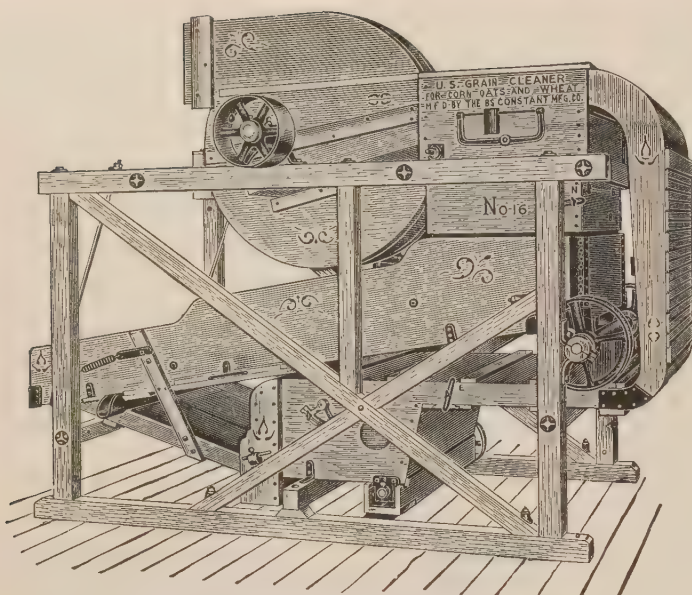
and other out-of-town buyers to come in and get their wagons or trucks filled up in a jiffy, without any labor on their part.

It enables you to make such **quick** delivery of local domestic orders, that you will have a tremendous advantage over competition.

And when the people see that the coal loaded by this system is not broken—but is clean and whole—they will give you the preference.

Send us a rough sketch of your yard, showing distance to unloading track, location of bins, silos, etc., stating your average yearly tonnage; we will get up a drawing and send you blueprint and estimate, without charge or obligation.

Godfrey Conveyor Company
ELKHART :: INDIANA



Quality Cleaning

You grain men of experience know that clean grain brings a premium price at the terminal markets. For this reason your elevator should be equipped to thoroughly clean all grain before shipping.

The U. S. Grain Cleaner

is acknowledged a leader in satisfactory performance, and has built up a reputation for operating efficiency and economy that needs no remarks on our part.

Satisfied users are our best endorsements and to them we will gladly refer any prospective buyers of grain cleaning machinery; knowing their testimony will bring the purchaser to the U. S. factory.

Write for further information about this cleaner and other grain elevator machinery.

B. S. Constant Manufacturing Co.

Bloomington, Illinois

Only ONE Element at a Time Can Be Used in the National Renewable Fuse--

Because, unlike the bare type of renewal with its fuse strip, it is powder-packed and fits in the holder just like a gun cartridge. The National Renewable Fuse cannot be improperly reloaded—only the PROPER FUSE ELEMENT can be used—and it cannot be filled with wire or other foreign elements.

National Renewable Fuses are simple, accurate and economical. Simple, because a blow-out means only a slipping out of the old renewable cartridge and inserting a new one. Accurate, because the "tell-tale" indicator keeps the amperage in plain view—a single glance tells you the circuit is properly guarded. Economical, because the powder-packed cartridge costs but a fractional part of the complete fuse, and it protects the fuse holder and case from charring, giving it longer life.

National Renewable Fuses are approved by:

Underwriters' Laboratories, Inc. (Their report E-4199, Dec. 1, 1919.)

Associated Factory Mutual Fire Insurance Companies.

Mutual Fire Prevention Bureau.

Millers' Mutual Fire Insurance Companies.

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Hydro Electric Power Commission of Ontario, Canada.

The National Renewable Fuse has many distinctive and patented features. Write today for full information and prices, giving dealer's or jobber's name and address.

Federal Electric Company

National Renewable Fuse Division.

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Branches in All Large Cities.



Shinn-Flat

LIGHTNING RODS

Prevent Lightning Losses

A lightning stroke may put you out of business for a year. Last season millions of dollars' worth of property were destroyed that could easily have been saved with Shinn-Flat Conductors. Besides, they lower the insurance rate.

We have representatives and dealers throughout the United States and Canada, one of whom will quickly install Shinn-Flat for you. Tell us the size of your elevator or other building.

W. C. Shinn Manufacturing Co.

1241 Lytton Bldg., CHICAGO, ILL.

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers. Some dealers record oats receipts in front and corn receipts in the back of book; others use a separate book for each kind of grain.

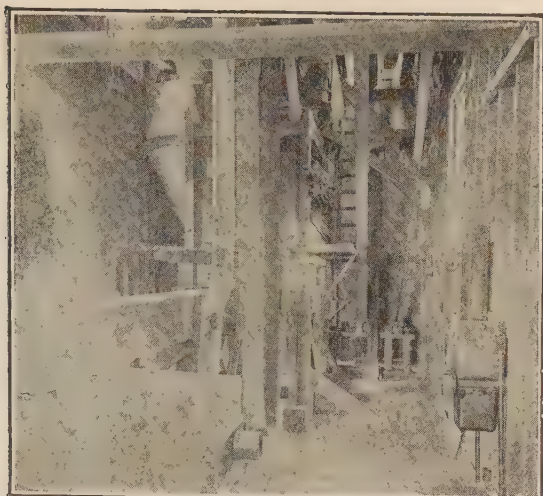
Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380.

Price, \$2.75

GRAIN DEALERS JOURNAL

305 South La Salle St., CHICAGO, ILL.



15 H.P. Westinghouse Motor Driving 2 Separators, 2 Elevators and a Conveyor.

Electric Drive in the Flour Industry has Helped Others— and is ready to help you.

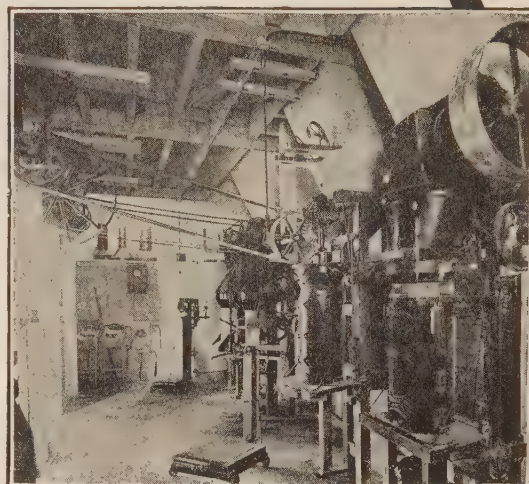
Most flour mills and grain elevators are today using electric drive.

Electricity is helping to in-

crease production, lower maintenance costs and reduce fire risks. It eliminates unnecessary worry about production and makes possible the working out of small details and economies unthought of where steam drive is used.

WESTINGHOUSE type "CS" motors are built to produce maximum efficiency. They are compact in design, sparkless in operation and their wearing parts cannot be damaged by dust, thus making them a most desirable drive for flour mills.

Westinghouse electric motor drive is helping others in your industry and is ready to help you.



View Showing 2 Flour and 2 Wheat Packers Driven by a Westinghouse Motor.



Two 6 Monitor Scourers and a Grinder Driven by a 40 H.P. Westinghouse Motor.

**Westinghouse Electric
& Manufacturing Co.**

East Pittsburgh, Pa.

*Sales Offices in All Large
American Cities*



Westinghouse

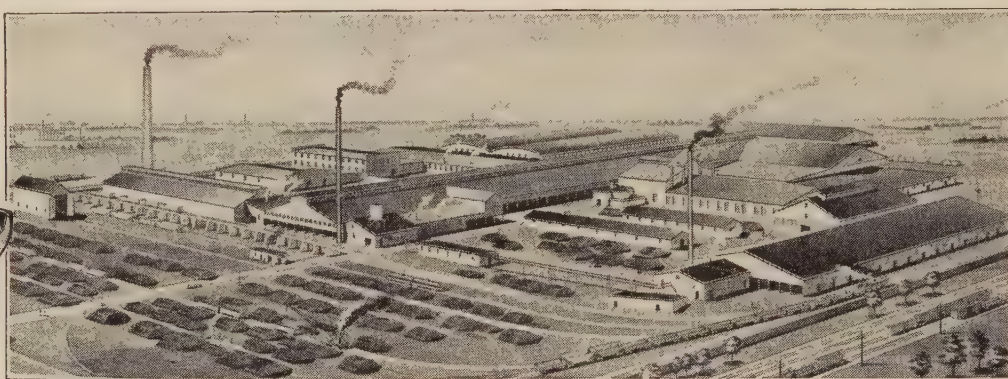
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TradeMark Reg. U.S. Pat. Office

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GUARANTEED
By "The Mill Behind the Post"

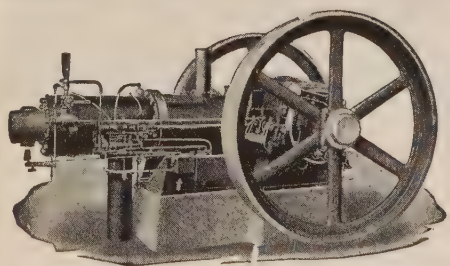
CALUMET STEEL CO., 208 South La Salle Street, Chicago, Ill.



Works of Calumet Steel Co. Established 1907. Capacity 40,000 Posts a Day.

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"T"
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Pat.
Aug. 21
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Real Power—

the kind that you can depend upon at all times is the kind of power you want. And you want this kind of power as cheap as you can get it. The MUNCIE OIL Engine for many years has been giving satisfactory service in hundreds of country elevators. It should be in yours. Here are a few

Reasons Why

Lower Fuel Cost	Steadier Power
Closer Regulation	Greater Reliability
No Shut-downs	Fewer Repairs
More Power	Lower Upkeep

Write for proof of facts.

MUNCIE OIL ENGINE CO.

518 JACKSON STREET

MUNCIE, IND.

OUR IMPROVED Railroad Claim Book

requires little of your time for filing, and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. It increases and hastens your returns by helping you to prove your claims and by helping the claim agent to justify payment.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of your claim.

- A is for Loss of Weight in Transit Claims.
- B—Loss in Market Value Due to Delay in Transit.
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- D—Loss in Market Value Due to Delay in Furnishing Cars.
- E—Overcharge in Freight or Weight.

Forms A, B, C, D and E are well bound in three books, as follows:

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Send all orders to

GRAIN DEALERS JOURNAL

305 South La Salle Street

CHICAGO, ILL.

SUCRENE FEEDS



Good News For Feed Dealers

OUR big, new \$2,000,000 plant is now in operation. We are able to supply dealers at the rate of 1,000 tons per day, with the full line of Sucrene Feeds for the 1920-21 fall and spring demand.

Result-producing quality is the basis on which Sucrene Feeds claim your good will and the good will of your trade. It's the foundation of their 20 years' success and leadership in the feeding world.

Increased production and improved methods in our new plant enable us to turn out a uniformly high quality product at prices that will mean profits to you and your customers.

We are having a rush of orders from old and new customers. Let us have yours. Write us today for prices.

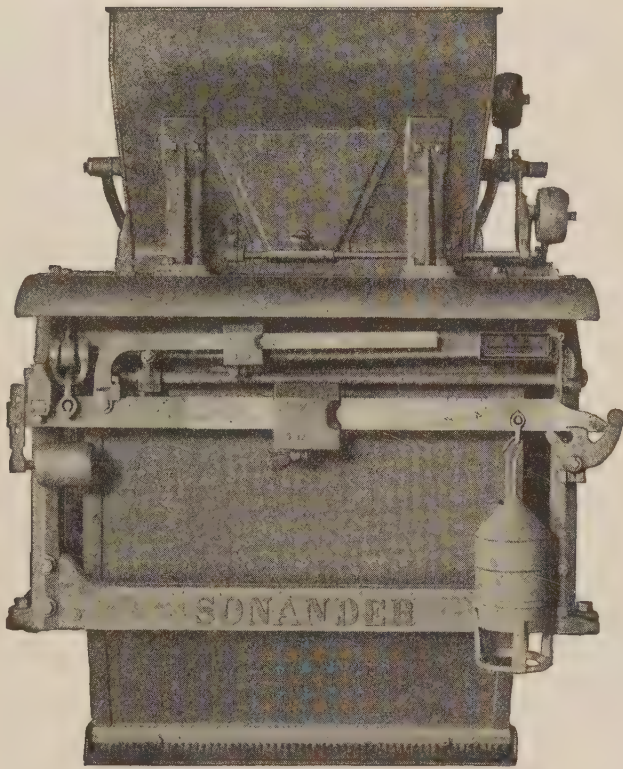
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Main Office and Mills: PEORIA, ILL.

BRANCH OFFICES: Philadelphia, Pa., 205 The Bourse. Boston, Mass., 88 Broad Street, Boston 9. Cleveland, Ohio, 419 Sloan Building.

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Sucrene Calf Meal.
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Sucrene Poultry Mash with Buttermilk.
Sucrene Scratch and Chick Feeds.
Sucrene Horse Feed with Alfalfa.
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Weigh Accurately



The whole object of weighing is to know accurately the quantity; and any such system is useless, unless it will determine this minutely and definitely. Science and mechanical practice has demonstrated that for this purpose, the scale lever is the best for determining the fractions of pounds, and this is the principle of the

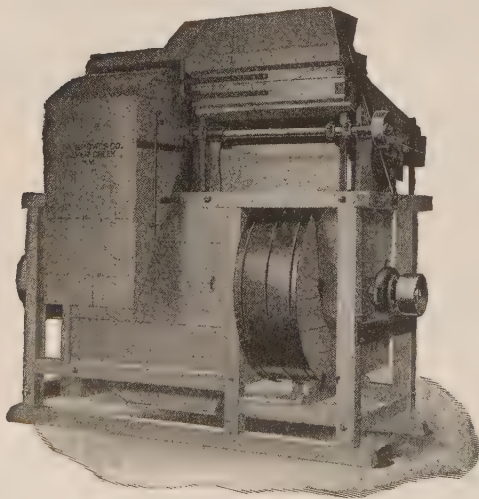
Howe-Sonander Automatic Scale

When buying a scale be sure to inquire and investigate this scale. Its simplicity and accuracy will suit your every purpose, and save money for you. Any of the offices below will be glad to give you complete information. Address the one nearest you.

Howe Scale Co. of Illinois

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DALLAS, TEXAS, 600 So. Ervay St.

Five of these giant machines are in operation in one house, clipping daily more oats than are consumed in two average size cities in a week.



Ask someone who owns one!

THE thing the owner of a "Eureka" admires most in his machine is its Constancy. He knows that he can always depend upon it to do satisfactory cleaning. It gives him Constancy in performance, and he gives it back Constancy in friendship. Thus do the manufacturer's sales grow by one owner recommending the "Eureka" to another.



"EUREKA" OAT CLIPPERS



have distinguished themselves over a long period of years in the hands of men who insist that things must move with clock-like regularity, and who judge equipment by its ability to do good work 365 days a year.

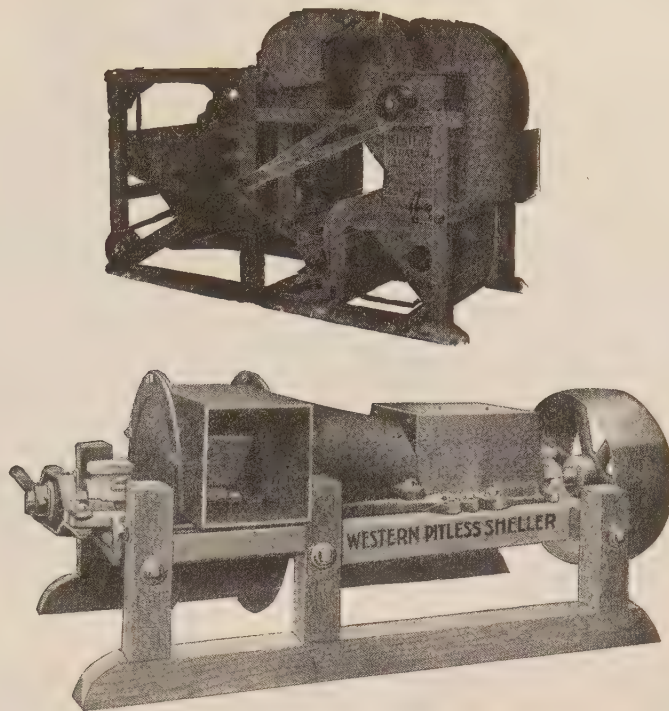
MAY WE SEND YOU COPY OF OUR NEW BOOK (No. 75)?

S. HOWES CO., Inc.
SILVER CREEK, N. Y.

European Branch: 64 Mark Lane, London, England

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J. Q. Smythe, 3951 Broadway, Indianapolis, Ind.
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ELEVATOR MACHINERY

The "Western Line" comprises everything needed to make an Elevator efficient and successful. We manufacture all necessary equipment, and anticipate fully the requirements of the trade. If your plant is fitted with "Western" machinery there is little fear of difficulty, but whenever things go wrong this is the house to supply you. We employ a large force of expert engineers and have spent a lifetime studying the needs of Elevator requirements. All our facilities are at your disposal.

Forty years of continuous service and satisfaction have given the "Western" line a reputation for reliability and performance that to us is as good as a copyright. Whenever equipment is wanted in a hurry we are at our best, and if you've the slightest idea of remodeling or repairing, get in touch with us at once. You should have our new catalog for quick references, and always think "Western" when in need of any elevator equipment.

UNION IRON WORKS, Decatur, Ill.

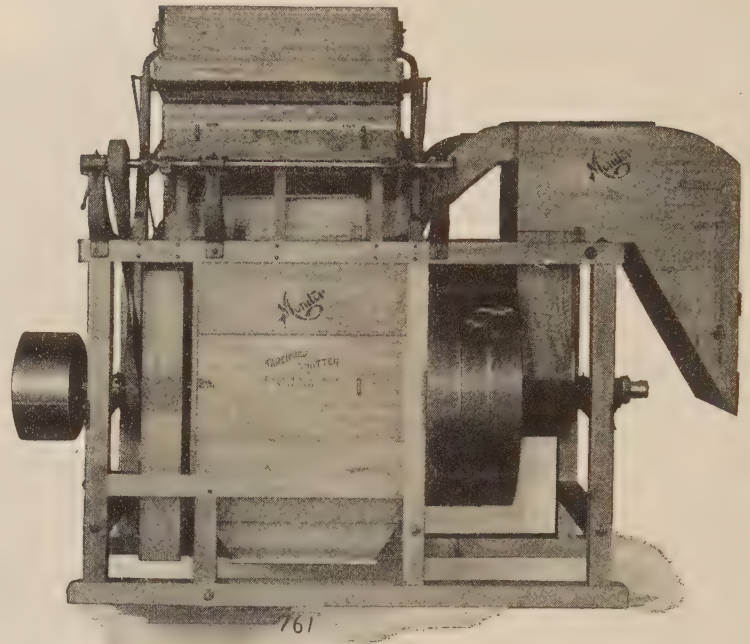
Every Little While

You get in a lot of wheat which scouring or smutting would add considerable value to—

That Is the Time When a Smutter Would Pay for Itself

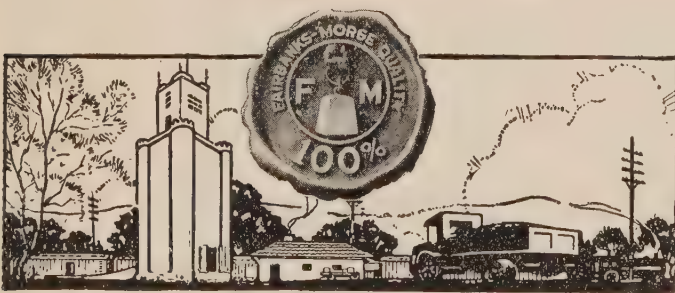
The *Monitor* Wheat Smutter Is Designed from Your Point of View

It's a Value Producer



Canadian Plant
HUNTLEY MFG. CO., Ltd.
Tillsonburg, Ont.

HUNTLEY MFG. CO.
Silver Creek, N. Y.



Fairbanks Type "P" Wagon and Auto Truck Scale

Now you need a scale that will weigh heavily loaded auto trucks with dependable accuracy. The Fairbanks Type "P" Wagon and Auto Truck Scale has suspended platform construction—means that weighing mechanism is not harmed by the pounding and jarring of trucks on the platform. Knife edges and bearings are kept in continuous contact—long life and fine accuracy are assured. Backed by nearly ninety years of scientific scale construction.

Fairbanks, Morse & Co.

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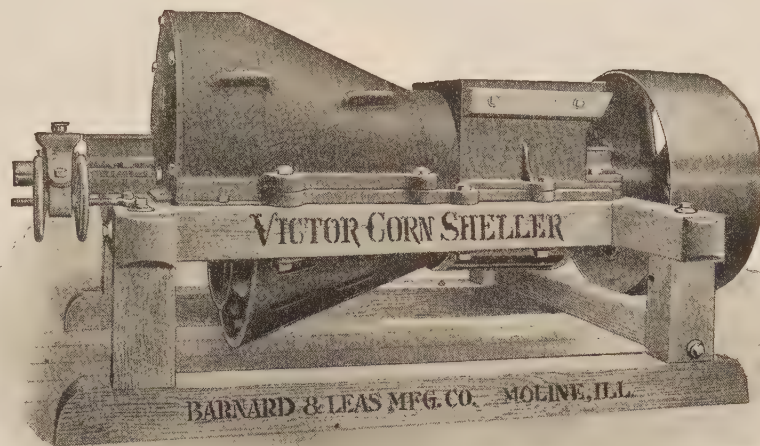
THE DIXIE MILLER

ATLANTA, GA.

A Monthly Journal
Devoted to Milling,
Flour, Grain

Established 1893
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Sample copy furnished to interested parties upon request



THE Standard Corn Sheller OF THE WORLD

Why not equip your elevator or feed mill with a corn sheller that is known the world over for Rigidity, Durability, Economy and Efficiency? Long years of continuous service has made the "Victor Corn Sheller" the standard sheller of the world. There are thousands of them in use today.

This machine is made to shell only, and is particularly adapted to elevators where it is desired to shell corn in the basement, and separate and clean it in the upper part of the house. It is made in seven different sizes, a size to meet every requirement; capacities 60 to 1,500 bushels per hour.

Write for special Catalog No. 16-D for prices and full details.

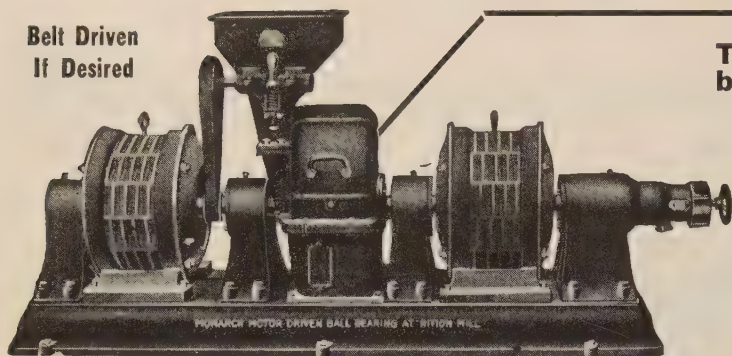
BARNARD & LEAS MFG. CO.

MILL BUILDERS AND

MILL FURNISHERS

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

Belt Driven
If Desired



The Investment Warranted by the Saving Effectuated

Even though you receive no profitable returns through better grinding and increased custom — which you surely will — the savings which you can accomplish through its use will repay you for investment in the

MONARCH

Ball Bearing Attrition Mill

Bearings never wear down or burn out and necessitate adjustment or rebabbiting or tramming of the plates.

Friction is reduced to a point where the saving in power amounts to about—say 25% to 50%.

Oil waste is eliminated and a saving of 95% in

lubrication expense is accomplished by the use of grease in compression cups.

Maintenance cost is reduced to the lowest point and grinding is rapid and uniform.

Write for catalog D-115. The feed grinding data it contains are complete and instructive.

SPROUT, WALDRON & COMPANY

Mill Builders and Mining Engineers

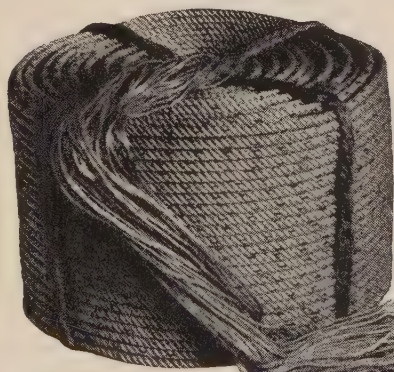
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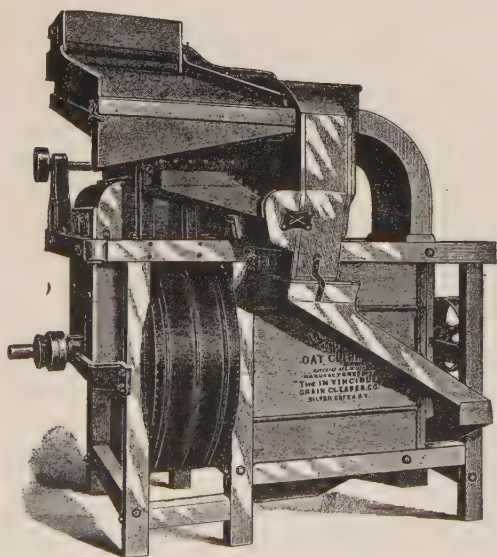


FROM MAINSHAFT TO HEAD

Specify AJAX TRANSMISSION Rope in your elevator. Designed especially for grain elevators, it is the best rope the most skillful workmanship can produce. Delays caused by broken transmission rope are expensive. Specify AJAX on your next job.

H. CHANNON CO.

Chicago, Ill.

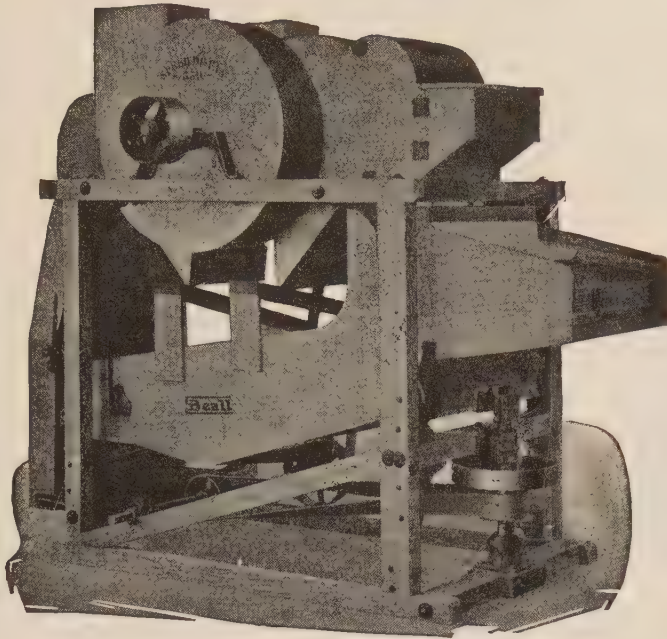


Used as a Scourer, as a Clipper, or as a Cleaner only. Three machines for the price of one. Bulletin No. 25 will reveal the facts.

Invincible Grain Cleaner Co.

Silver Creek, N. Y.

The Beall Grain Separator

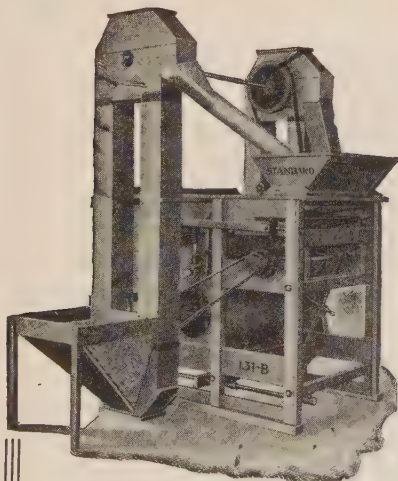


A splendidly balanced, smooth-running machine that pays a good profit wherever used, cleaning grain evenly and thoroughly with two independent fans.

Beall
THE MARK OF QUALITY

The air system is as perfect as modern ingenuity can make it. Never any disappointment. Send for Catalogue giving full working particulars and complete details.

Beall Improvements Co., Decatur, Ill.



**Winter
Is
Over**

and the wheat in many localities is looking splendid, while in others only fair, it is important that the grain dealers make a careful survey of conditions and arrange for their cleaning equipment before the season is on, as we find many dealers are doing. Let us know your needs, and we will try to supply them. The accompanying illustration is only one of the many styles we build. Get our catalogue of everything in cleaning equipment.

The International Mfg. Company
CRESTLINE, OHIO

Humphrey Service Belt Elevator

Installed in 1888 is today giving 100% service in modern flour mill after having gone through

32 YEARS' DAY AND NIGHT SERVICE

The Humphrey Endless Belt Route is a comfortable and quick means of transportation from floor to floor.

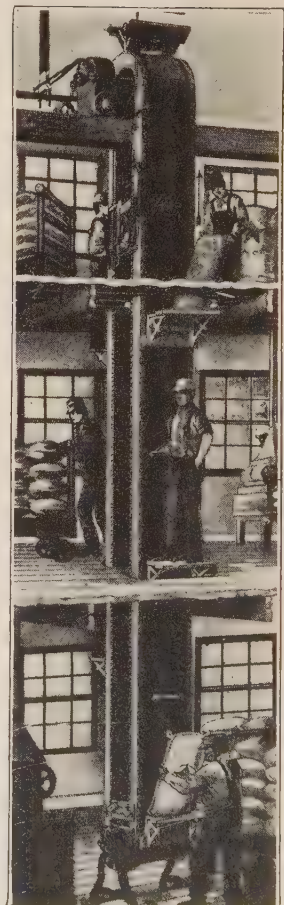
NO MORE STAIRS TO CLIMB

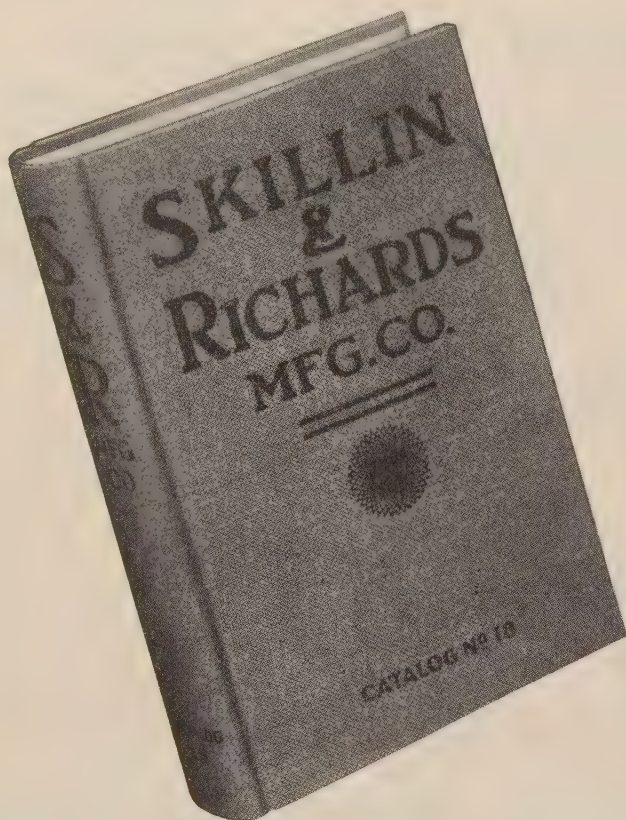
Thereby saving the energy of your men for useful work, and insuring more work in the time formerly wasted climbing stairs. No mill or elevator of 3 floors or more is complete without a Humphrey. Your competitor may be cutting down his overhead with one.

Send for Bulletin G 2

If not made by Humphrey Elevator Co., it's not a genuine "Humphrey."

Humphrey Elevator Co.
Sole Manufacturers
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A Book of Better Grain Handling Machinery

In the course of a year it happens many times that you find yourself in need of some particular piece of machinery. It happens as often that you do not know just where to get it. For your convenience and for efficiency's sake you should have our catalog for ready reference.

Send for your copy today. Don't wait until you need it.

Skillin & Richards Mfg. Co.
4516-60 Cortland St. CHICAGO, ILL.

FOR SALE **SCALES** TESTED
INSTALLED REPAIRED

☞ Are You Guessing the weight of the high-priced grain you buy

—or—

☞ Do you know your scales are correct?

☞ Our Specialty is testing, repairing and installing scales. When you want accurate weights write

J. C. Bardin & Company
317 North Ervay St. Dallas, Tex.

OUR MOTTO for over twenty-five years has been **SAFETY FIRST.**

During these years we have equipped thousands of elevators with dust collecting systems to



prevent explosions, and no dust explosion or loss of a single life has occurred in one of them.

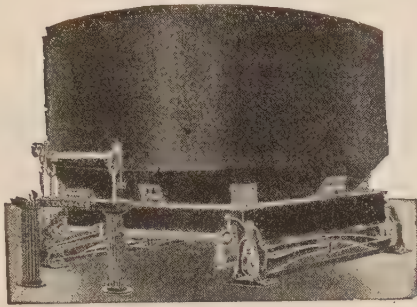
Your liability attaches if you don't protect your elevator and workers.

FOR CATALOGUE, WRITE

THE DAY COMPANY
Minneapolis, Minn.

Accuracy in Weights

is the goal desired by every shipper of grain. In our endeavor to be of aid to the grain shipper we have spared no expense, and have employed only highly skilled workmen and used only the best material in the manufacture of "The Standard" Scales. The result is accuracy, dependability and durability. Scales that can be depended upon.



"The Standard" Hopper or Tank Scale

Is built especially for use where vertical space is valuable. It is constructed on an iron frame and can be obtained in any size to meet your needs—300 to 2,000 lbs. capacity.

Send for Catalog No. 73. It tells more about "The STANDARD" Scales

THE STANDARD SCALE & SUPPLY COMPANY

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145 Chambers St.

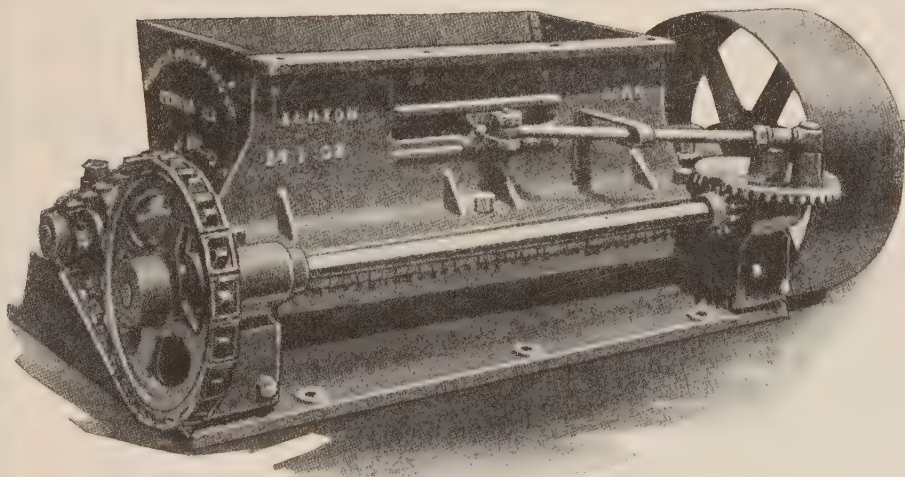
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KENYON Ear Cob Crusher

No irons such as horseshoes, hammers, etc., can stop this machine. Positively eliminates all corn crushing troubles.

Send for catalog and all details.

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GENEVA, ILL.
U. S. A.



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Samples free. Address W. T. Foster
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CONE-SHAPE GRINDERS

It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." R. W. Watt, Jacobsburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue. Gt
N. P. BOWSHER CO., SOUTH BEND, IND

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent
CLAIM LOSSES
10,000 SHIPPERS
Are now using them.

Write for samples and prices.

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President
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---it's fool proof

—in fact an accident is impossible. Raising and lowering of platform is under absolute control of the operator.

Tilt cylinder under forward section to dump Trucks; under rear section to dump Wagons and Sleds. Tilting is easily done by draw lines located near control valves.

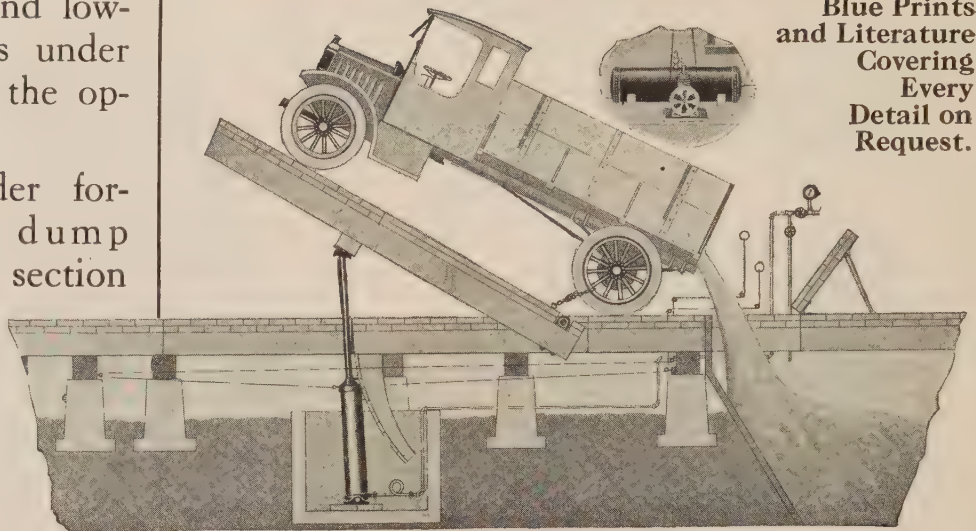
You can handle a Wagon, Truck or Sled with ease—no time wasted—no risk of accident, no cogs or gears to break.

A tank of air, charged while you elevate the grain, will dump from seven to fifteen loads of grain.

Globe Combination Auto Truck & Wagon Dump

SIMPLE - RELIABLE - PRACTICAL

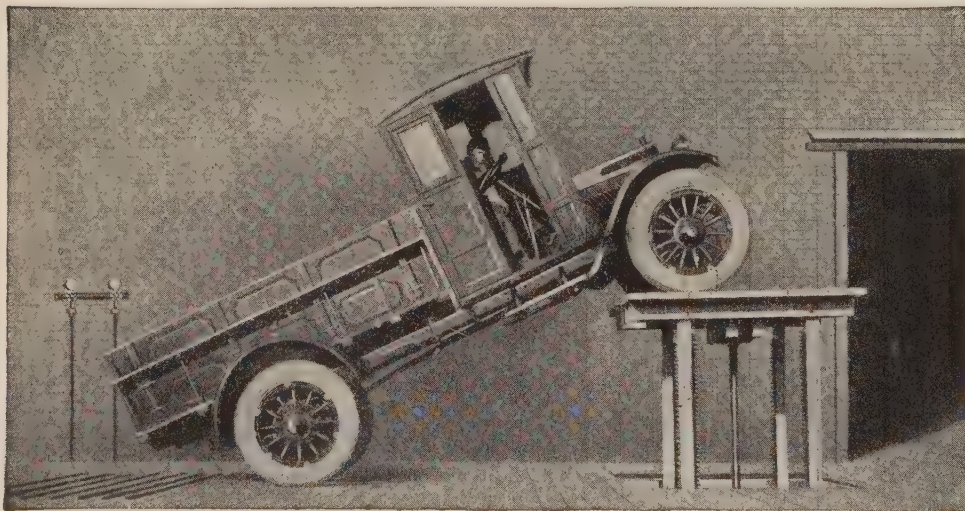
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Manufactured by
Globe Machinery and Supply Co.
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Insist Upon the *Only* Dump Made on Sound Mechanical Principles



TRAPP DUMPS

Safe

Reliable

Speedy

Economical

No inclines and therefore no danger of truck backing up and smashing the housing on the rear axle or tearing box off running gear. No hooks or chains to fasten to wheels of truck to prevent backing and therefore no danger of damage to truck or dump if truck drives off without this blocking being released. No inclines up which to drive and therefore no danger of damage if truck misses the inclines or drives over the end of the inclines. No unsightly irons in the floor of your driveway to injure the horses' feet. Can be installed in any size, type or make of scale.

YOUR TRAPP TRUCK DUMP IS READY FOR YOU—WRITE TODAY FOR PRICES

TRAPP-GOHR-DONOVAN CO.

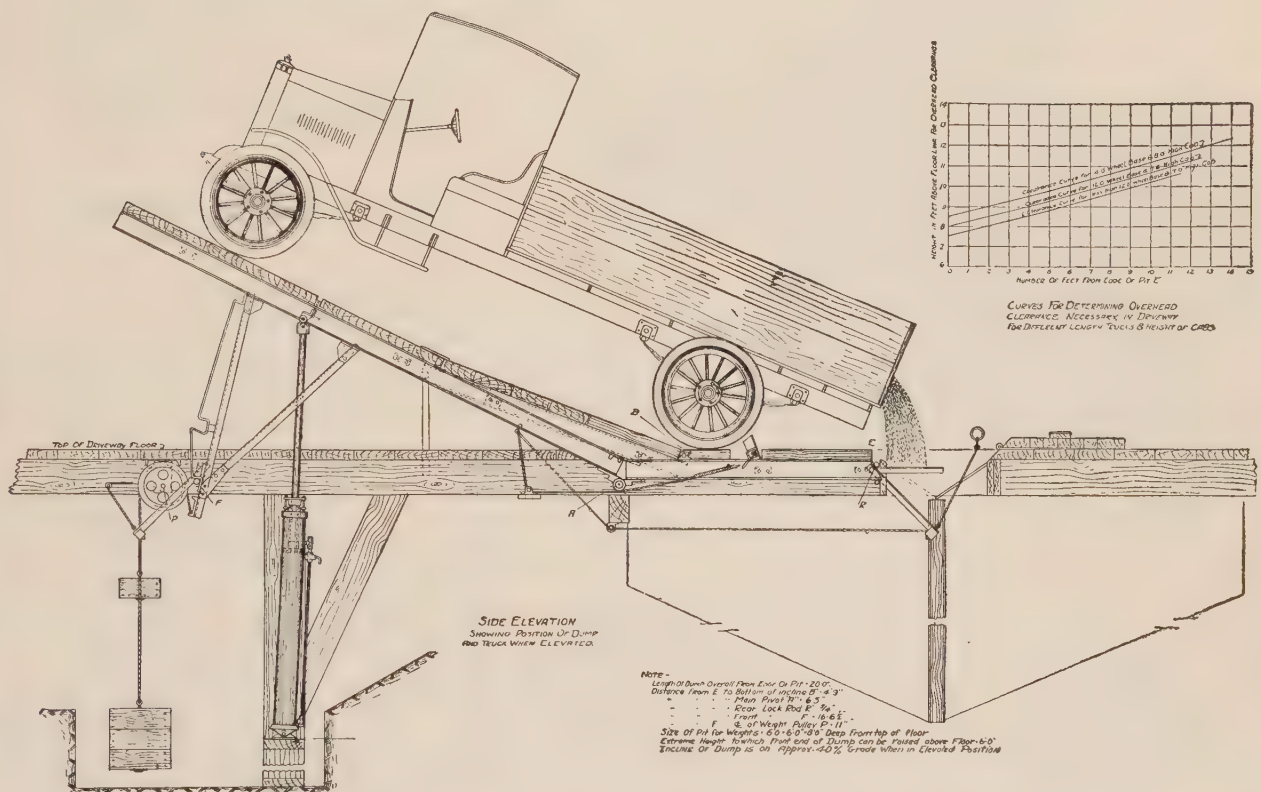
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Approved by Leading Elevator Builders, Insurance Underwriters, Fire Prevention Bureau

The Improved Moffitt Automatic

"America's Foremost Truck Dump"



No Power Required

A steel truck dump and a steel wagon dump combined, which is surfaced with floor planking, flush with driveway floor.

It will dump trucks, wagons and sleds 365 days in the year.

Equipped with safety wagon dump lock, safety wheel stop for trucks, which work automatically.

Automatic Truck Dump Company

Manufacturers

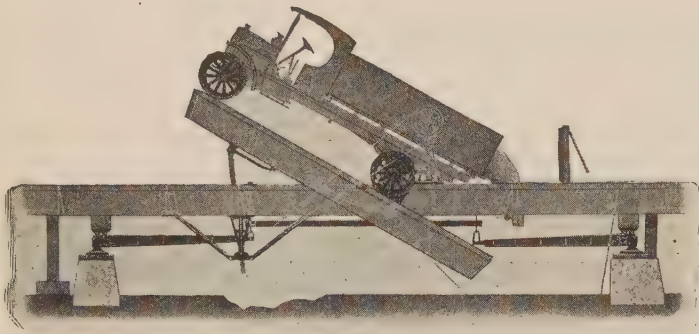
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We make a special business of
Overhauling and Remodeling Grain Elevators

Send for our estimator to figure your work
without cost to you



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General Agents for Benson Truck and Wagon Dump—Hand Operated—
The most successful Combination Dump on the market

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500 Rooms

With the merging of
the Muehlebach and
Baltimore hotel inter-
ests—placing both es-
tablishments under
one management—
these two hotels offer
an incomparable
service.

JOSEPH REICHL
General Manager
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HOTEL MUEHLEBACH
500 Rooms



Grain Dust is a Fire Hazard

Wherever it settles.

Exposed to ignition by spark and spontaneous combustion
a constant menace to life and property.

The only SANE, SAFE thing to do is recover the dust
with an all-metal fireproof

"Knickerbocker 1905 Cyclone"

Write for Catalog.

The Knickerbocker Co., Jackson, Mich.

The Automatic Dump Controller



There are dump controllers
new,

And dump controllers old,
There are dump controllers
on the market

Which are never sold.

But we are here to tell you,
So listen! while we say

"We're over thirty hundred
strong

And selling more today."

Now is the time for clean-
ing up and remodeling, so,
boys, don't overlook your
dump, the most important
feature of your plant,—but
try and improve it.

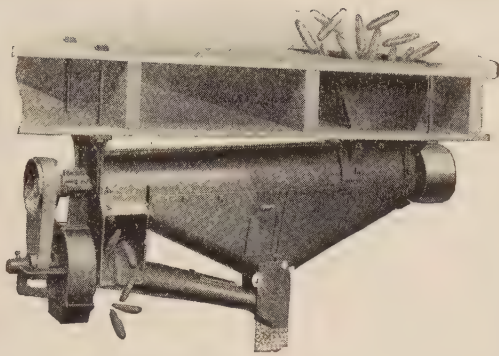
Get the best possible
equipment.

It's a trade getter and plays
for keeps.

L. J. McMILLIN

525 Board of Trade Building
INDIANAPOLIS, IND.

Every time you mention the
GRAIN DEALERS JOURNAL
to an advertiser, you
help to make it bigger and better.



Style B Triumph Corn Sheller

YOU CAN DEPEND UPON TRIUMPH CORN SHELLERS

Triumph Corn Shellers are built entirely of iron or steel. They have strength where strength is needed. Every part has been tested in thousands of machines for thirty-five years and has been made absolutely reliable. If your Sheller is a Triumph, it'll be right on the job whenever you want it.

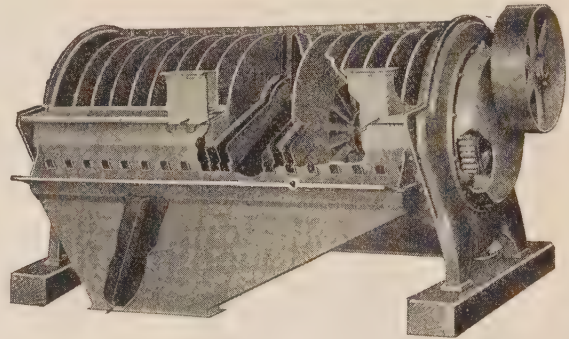
Ask for a copy of our Bulletin on Triumph Corn Shellers. We'll be glad to send it.

THE C. O. BARTLETT & SNOW CO.
Main Office and Wcrks: Cleveland, Ohio

New Carter DISC SEPARATOR

enables the grain elevator operator to clean to no dockage. Not by continuous cleaning but by one operation.

In the past elevator men have not considered it worth while to clean to no dockage with the old methods. It took too much time and was very costly. Getting this result in so short a time with the New Carter, is placing them in a position to ship higher graded wheat to the terminal markets. Higher grades of course mean higher prices.



Air suction plays no part whatever in making this separation and costly dust collecting equipment, together with power required to run the fan, are all eliminated. In fact, the total power required to drive a 250-bushel disc separator is less than 3 h. p.

It occupies but little floor space. Its simplicity; its freedom from vibrations; its lack of attention and upkeep and the perfect separations it makes, has caused it to enjoy wide popularity.

Our illustrated catalog is yours for the asking. The longer you delay installing a New Carter the smaller your profits will be. Act today.

Carter-Mayhew Mfg. Co.
607 5th Ave., So., Minneapolis, Minn.

AS PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

New York Belting & Packing Co.

91-93 Chambers Street
NEW YORK

124-126 W. Lake Street
CHICAGO, ILL.

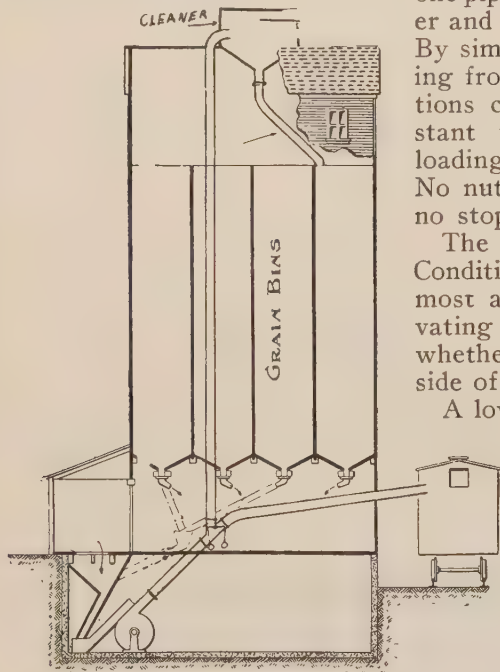
2d Ave. N. and 3d Street
MINNEAPOLIS, MINN.

218-220 Chestnut Street
ST. LOUIS, MO.



Bernert Grain Blower and Conditioner

Sectional view elevator installation of the Bernert Grain Blower and Conditioner fitted with Combined Elevator and Loader attachment. Note how simple the equipment. Only one machine with



one pipe leading up into the Cleaner and another leading to the car. By simply pulling the chain leading from the valve lever, connections can be switched in an instant from either elevating to loading, or loading to elevating. No nuts or bolts to be loosened; no stops necessary.

The Bernert Grain Blower and Conditioner is the most simple and most adaptable machine for elevating grain and similar material whether stationed inside or outside of building.

A lower or entirely done away with basement, no overhead transmissions, faster and less expensive installation, all operating machinery on the ground floor, less fire hazard, etc., are all points in favor of this system.

Grain is being received the same as with the bucket system, spouted or dumped direct into the hopper of the machine.

For further information, write for catalog to the

Bernert Mfg. Co.

491 12th Street

MILWAUKEE, WIS.

"I HAVE RUN MY OTTO ENGINE FOR 11 YEARS"

In speaking further of his Otto Engine, Mr. B. C. White, President and General Manager of the Buffalo Creek Sheep Co., Buffalo, Mont., says:

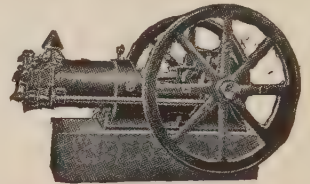
"Were it possible for blundering ignorance to destroy it, it would have been in the scrap pile long ago, for more 'smart Alecs' have done things to it than a monkey wrench mechanic could think of."

The Otto has been the standard of internal combustion engines since 1876.

Gas, Gasoline and Kerosene Engines
A Postal Brings the Otto Catalog

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3219 Walnut Street, Philadelphia, Pa.
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The Van Ness Safety Roller Bearing Manlift

Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

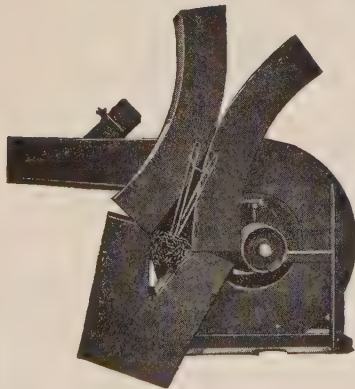
Manufactured and for sale by

**R. M. Van Ness
Construction Company**
Grain Exchange Building
OMAHA, NEB.

We Build
Modern Grain Elevators



"Good Bye Scooper"



"You can't tell me where to head in any more or quit me just when I need you the worst. I have installed a Boss Air Blast Car Loader and every car is loaded to full capacity without scooping." A Farmers Elevator Co. who installed one.

"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work." Central Illinois Grain Co., Ashland, Ill. They have since bought EIGHT for eight of their elevators.

Load Even Ear Corn Without Scooping

We have Portable and Stationary outfits for loading even EAR corn as well as loose grain into railroad cars without scooping. Our Boss Crib Filler fills cribs with EAR corn by air. Compact, low down and shedded as easily as a binder. Quickly set up. Farmers are buying them to use in filling cribs with ear corn. Require more power than the ordinary "corn dump" but worth it. Get complete information for your office. Your customers will appreciate knowing about it.

Write today for our new catalog "GOOD BYE SCOOP."

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A Long Wearing Paint

Protective paint should be judged by the cost per year of service and not by the initial cost.

DIXON'S Silica - Graphite PAINT

is made in first quality only. It has a record for over fifty years of being the longest service paint. It has successfully overcome such deteriorating agents as gases, acids, alkalis and severe weather conditions because the pigment, flake silica-graphite, is practically inert and does not combine chemically with the vehicle, which is the best boiled linseed oil.

Write for long service records and Booklet No. 15-B.

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DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES
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Used by Thousands of
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Rubber Protector, \$2.00
Sent postpaid on receipt
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Tight Cans for forwarding
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Style No. 6000
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Torsion Balances

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No Knife-edges—No Friction—
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Used by U. S. Dept. of Agriculture, Test-
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Form 89 S.W.C. is endorsed by lead-
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Record, name and number, sides and ends;
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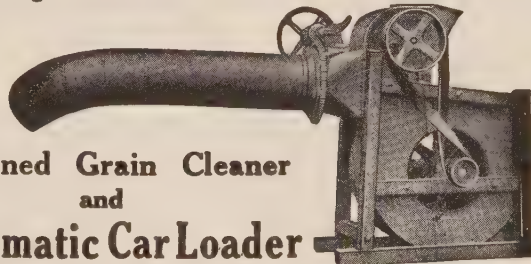
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Now that grain is commanding such a high price and there is and will
be such a demand for it, it behooves you to load it properly, this means
that you should use a Car Loader that cleans and loads at the same
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The
Combined Grain Cleaner
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It does not mill
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strong, durable,
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passes through
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Used by hundreds of elevator owners. List of users will be sent you on
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Increase the efficiency of the man, and you decrease cost of
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A HALL SIGNALING DISTRIBUTOR

enables an operator to do 50 to 75 per cent more work
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It also enables him to do better and cleaner work.

It lasts longer than any other device you can buy.

Ask for proofs.



THE HALL SPECIAL LEG

Over a Hall Non-chokable Boot, equipped with Omaha Buckets
is a paragon in efficiency, doubling the capacity of the same
size leg of other designs and doing it automatically without
back legging or mixing grain and without attention at the feed
gate. Think what this means at the present price of labor and grain.

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I Am the Man You Want

I can fill that position you
have open—fill it perfectly,
to your satisfaction. Tell
me where to find you in a

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Want Ad.**

GRAIN ELEVATOR BUILDERS

DON'T DELAY BUILDING!

We give you QUICK ACTION

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WOOD or FIREPROOF CONSTRUCTION

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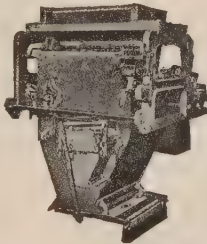
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AUTOMATIC GRAIN SCALES

Self Compensating, Operating and Adjusting

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be satisfied with a SemiAutomatic Scale when it is possible for you to own a Full Automatic? The Richardson is an Automatic that IS AUTOMATIC. It automatically does the things that other automatic scales require a human being to do.



The NEW Richardson is SELF OPERATING and SELF ADJUSTING. It weighs accurately free running grains of from twenty to sixty pounds to the bushel without change of adjustment.

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Patented

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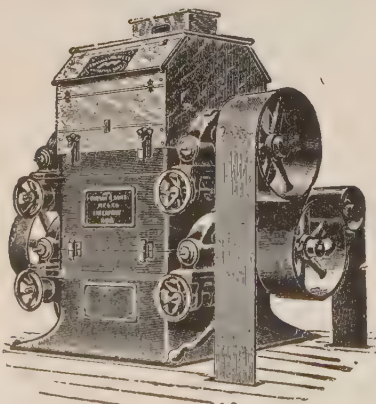
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GRAIN ELEVATORS and COAL POCKETS of the BETTER CLASS
Special study given to each plant—Each plant fills the individual needs

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Designers: Elevators, Mills, Warehouses
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The elevator owner who installs a feed mill in his elevator puts himself in line for more profits. No other sideline is as profitable. Your farmer patrons must have feed for stock. Are you going to let them go to your competitor? Drop us a line asking for further particulars regarding a feed mill for your elevator.

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To BUY or SELL
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an ELEVATOR

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.

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Steel Equipment Is Used on the Concrete Elevators We Design and Build

Write for
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THE MONOLITH BUILDERS, INC. Independence,
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ENGINEER and CONTRACTOR of
GRAIN ELEVATORS
Any Size or Capacity
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W. C. BAILEY
Contracts and Builds
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We can furnish and install equipment in old or new
elevators, guaranteeing greater capacity with less
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Your Individual Needs
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W. H. CRAMER CONSTRUCTION CO.
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We make plans and build up-to-date
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The Southeast's
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Elevators of our design and construction
are the best endorsement of our work. We
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the elevator best adapted to your needs.
Write us for further particulars.

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**BUILDERS of
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WRITE US ABOUT THE
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MILLER, HOLBROOK, WARREN & CO.
DESIGNING ENGINEERS
Reinforced Concrete Elevators
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ERECTS ELEVATORS
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*If you want regular country ship-
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firm name, place your "ad" here.*



**Burrell Built Elevators
are Better—
the kind you need**
Burrell Eng. & Cons. Co.
Chicago
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R. E. Jones Co., Wabasha, Minn.

We have the most complete
organization in the Northwest
for the construction of

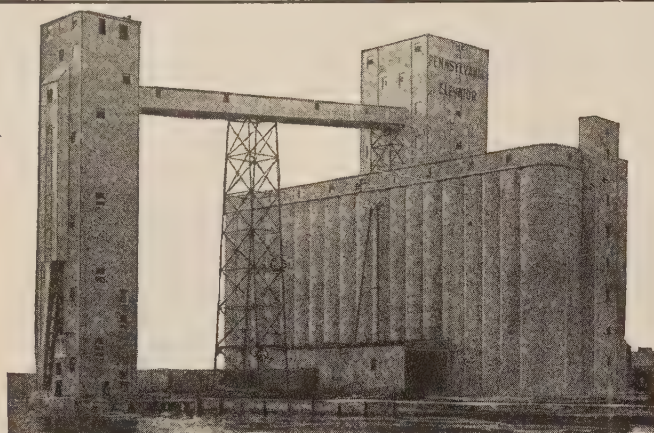
**GRAIN and COAL
ELEVATORS**

T. E. Ibberson Company
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Say you saw it in the
Journal
When you write our advertisers
Thanks

ADVERTISING

WELL PLACED IS YOUR BIG BUSINESS ASSET. A most direct, effective and
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through THE GRAIN DEALERS JOURNAL.



Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

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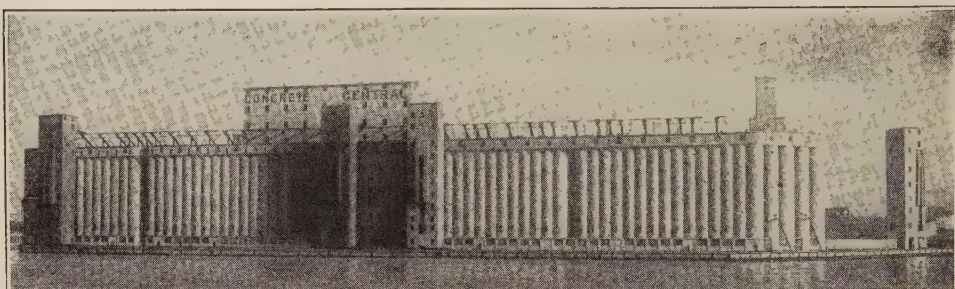
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Monarch Built Elevators

assure you economical design, first class work, efficient operation.

SATISFACTION

Let us Submit Designs and Prices



Concrete Central Buffalo, 4,500,000 Bu.

One of the modern houses which has made a record for rapid and economical handling

MONARCH ENGINEERING CO., BUFFALO, N. Y.

THE MOST MODERN ELEVATOR IN THE WORLD

Now in course of construction at Canton, Baltimore, Md., for the Pennsylvania Railroad.

JAMES STEWART & CO., Inc.

Designers and Builders

GRAIN ELEVATORS

IN ALL PARTS OF THE WORLD

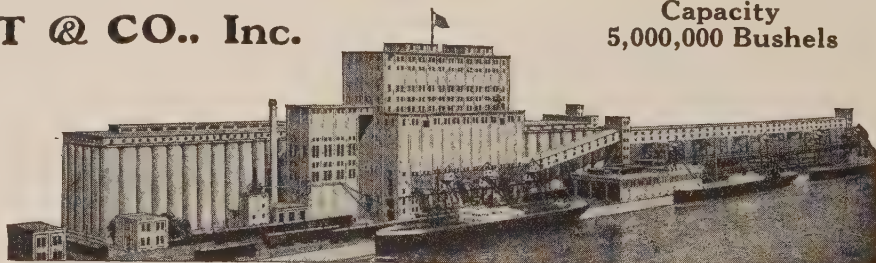
GRAIN ELEVATOR DEPT.

15th Floor, Westminster Bldg.

CHICAGO

W. R. SINKS, Manager

Capacity
5,000,000 Bushels



"We have built for many of your friends. Eventually we will build for you. Why not now?"

GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT

Port Arthur, Ontario

FOR

The Grain Growers' Grain Company, Limited.

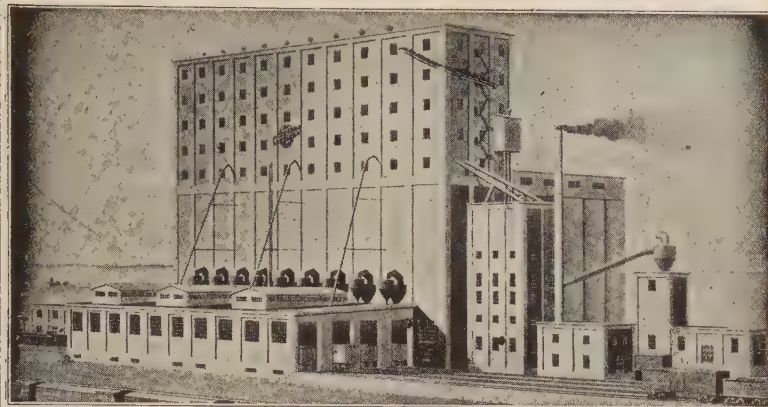
The Saskatchewan Co-operative Elevator Co., Limited.

The James Richardson & Sons, Limited.

THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS
Offices: Fort William, Ont., Duluth, Minn.
Minneapolis, Minn.





The 1,250,000 Bushel C. & N. W. Elevator

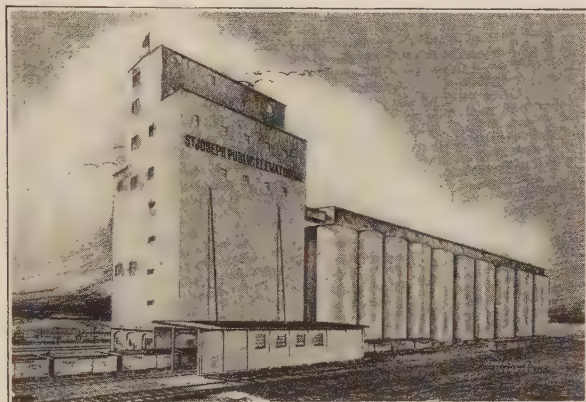
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is the latest acknowledgment of our capabilities as Grain Elevator Engineers and Constructors.

WITHERSPOON-ENGLAR CO.
1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof
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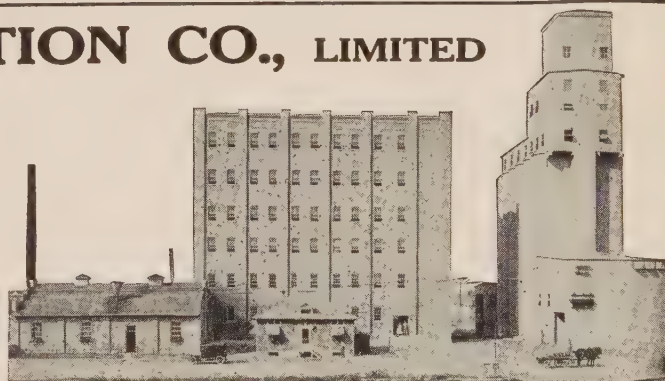
FEGLES CONSTRUCTION CO., LIMITED

ENGINEERS—CONTRACTORS

GRAIN EXCHANGE, FORT WILLIAM, ONT.

WE ARE PREPARED TO TAKE
AND EXECUTE CONTRACTS ANY-
WHERE. GRAIN ELEVATORS, MILLS
HEAVY ENGINEERING STRUCTURES

WE HAVE AN ENVIABLE RECORD FOR SERVICE



Elevator and Mill Designed and Built for Lake of the Woods
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GRAIN SHIPPING LEDGER

Form 24. An indexed shipping ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 1-2 x 15 1-2 inches, used double.

The book contains 100 double pages. Atlas linen ledger paper is used. A 16-page ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$4.00

Grain Dealers Journal

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Reinforced Concrete Elevators Grain Storage—Flour Mills—Warehouses

SAVE THEIR COST IN
REDUCED INSURANCE

Write us your needs. Get our estimates and suggestions before building. We are specialists in this line of construction and our experience insures you a modern plant at the minimum cost.

The Spencer Construction Co.

Successors to Deterell Spencer & Co.

Garrett Building

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Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

25,000 BU. CRIBBED elevator in N. D. on Great Northern R. R. with Coal and Flour and Feed business for sale. Address: Chance, Box 9, Grain Dealers Journal, Chicago.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

NEW 18,000 BU. elevator for sale. Well equipped with machinery, in A-1 condition. In good wheat, oats and corn belt. Doing good business. Good reason for selling. Address: Ketchum Elevator Co., Ketchum, Okla.

FOR SALE: The Stryker Elevator, Stryker, Ohio. Population, 1290. Only elevator in town. On N. Y. C. R. R. If interested write
S. P. LOUYS,
Stryker, Ohio.

CRIBBED ELEVATOR For Sale—Large warehouse. Located Southeastern Minnesota point handling two hundred thousand bushels grain, two million pounds seed. Northern Field Seed Co., Winona, Minnesota.

CENTRAL IOWA ELEVATOR, 15,000 to 20,000 bushel capacity, for quick sale. Good house and one of the best locations in State. Address Quick Sale, Box 10, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS Elevator For Sale. 30,000 Bushels Capacity. Built in 1917. Complete with sheller, cleaner, automatic scales, electric power, also equipped to load ear corn. Territory as fine as in Illinois. No competition. Address Ear Corn, Box 10, Grain Dealers Journal, Chicago.

35,000 BUSHEL ELEVATOR and 6,000 bushel Corn Crib, Motor and Gasoline Power, for sale. Located in one of the best grain points in Central Iowa. Station ships from four to five hundred thousand bushels. \$8,000.00 takes this plant. Address Motor and Gasoline, Box 10, Grain Dealers Journal, Chicago.

25,000 BUSHEL CAPACITY ELEVATOR, wood construction, also coal, flour and feed business, for sale. No competition. On Soo line, accessible markets Duluth and Minneapolis. Handles about 100,000 bushels ordinary year. About 100 carloads hay handled this year as sideline. Address Duluth, Box 7, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS ELEVATOR located in the best grain country in the State, on the I. C. R. R., for sale. Same in first class condition. 15,000 Bushels Capacity. Electric Power, also 10 Horse Power Gas Engine. Also ground on which the elevator stands 160x100 feet. Price Ten Thousand Dollars (\$10,000.00) if taken soon. Also have big coal trade. Address Gasoline, Box 8, Grain Dealers Journal, Chicago.

STEAM MILL AND ELEVATOR at Auction, one o'clock, Saturday, June 12th.

Having moved to Colorado will sell mill and elevator at Cook, Nebraska, on deeded land with private side track, in a fine wheat and rich farming section. Elevator about ten thousand bushels capacity, large mill building and large warehouse, attrition feed mill, six rolls nine by eighteen, slightly used. Better attend this sale as this property will sell worth the money. Good terms to reliable parties. L. A. Hanks.

ELEVATORS FOR SALE.

40,000 BUSHEL ELEVATOR and coal business for sale. For particulars address Mathews Grain Co., Cherokee, Iowa.

ELEVATOR AND GRAIN BUSINESS for sale. Line of Country Elevators. Central Illinois. Capacity 90,000 bus. Excellent condition. Also good commission business. Price \$30,000.00. Address Troy, Box 5, Grain Dealers Journal, Chicago, Illinois.

PROSPEROUS, LONG ESTABLISHED grain, hay and seed business in Colorado, for sale. Good reason for selling. Splendid location with room for expansion. Requires about \$80,000 cash. Address Prosperous, Box 3, Grain Dealers Journal, Chicago, Illinois.

SOUTH DAKOTA 25,000-BUSHEL Elevator for sale. Modern equipment. Electrical power. 6 in. cribbed, 30 ft. square. Located in the heart of the best corn and grain section in the country. Address Section, Box 7, Grain Dealers Journal, Chicago, Illinois.

ILLINOIS CRIBBED ELEVATOR For Sale, 50,000 bus. capacity. Own ground and private switch. In best oats, corn and wheat territory in Illinois. Side lines of Coal, Salt and Feed. Six room cottage included. Doing fine business. Good reason for selling. Address Cribbed, Box 7, Grain Dealers Journal, Chicago, Ill.

WESTERN OHIO ELEVATOR for sale, 15,000 bushels capacity. On private grounds and spur. No competition. Located in fine grain section and doing a good business in grain and coal, salt, flour and feed. Residence property included. Address Western, Box 7, Grain Dealers Journal, Chicago.

COMPLETE ELEVATOR and Feed Mixing Plant, 43x200, For Sale. Three floors and basement, including 60,000 bulk storage, 26 ft. loading lot adjoining, established trade for ever 20 years, centrally located on Pennsylvania lines on Ohio River, over 200,000 population. Good Southern business. Address Feed Plant, Box 10, Grain Dealers Journal, Chicago.

SOUTHWESTERN OHIO Warehouse and Elevator for sale. In good grain country. Village station with church and school on a division of the P. C. & St. L. R. R. Handling grain, field seeds, wood and coal. Between 5 and 6 acres of land with stables, shelter sheds, coal bins, engine room with engine, office, corn dumps, Marseilles New Process corn sheller and cleaner. Is a money maker. Reason for selling—have made enough to retire. Price \$10,000.00. Address Owner, Box 10, Grain Dealers Journal, Chicago, Ill.

TWO GRAIN ELEVATORS for sale, located in North Central Iowa at adjoining stations. Good grain territory and both handle flour, feed and coal. Side line will take care of operating expense. Both do good business. A mighty good opening for the right man. Write quick. Address Adjoining, Box 5, Grain Dealers Journal, Chicago, Illinois.

CENTRAL WESTERN OHIO Elevator for sale. 20,000 bu. Iron Clad. Private ground and spur. Electric power. In town of 3,000, with first class high school and located in the best grain section of Ohio. Side lines—Coal, Flour, Feed and Salt. Have done a retail business of \$30,000.00 in the last year. New grinder and crusher, new corn sheller and conveyor. Price \$15,000.00. No trades. Address Opportunity, Box 5, Grain Dealers Journal, Chicago.

ELEVATORS WANTED.

LINE OF ELEVATORS Wanted to manage on a per cent or a brokerage office.

JOE EICKER,
905 N. Plum St., Hutchinson, Kansas.

160-ACRE FARM in Brookings County, S. Dakota, for sale. Will take elevator in trade. Address Brookings, Box 10, Grain Dealers Journal, Chicago, Illinois.

WANTED—10 to 20 thousand capacity Elevator in Northern Indiana or Ohio in exchange for 123-acre farm in Northern Ind. Address Farm, Box 8, Grain Dealers Journal, Chicago.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, and sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. **READ and USE THEM.**

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING. ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

BROKERAGE ACCOUNTS.

HAY, GRAIN AND FEED BROKER who covers South Carolina like dew and knows personally every large buyer in the State, wants better connections with reliable shippers. I can handle all papers or sell on commission. If you want more business from this territory address

RUSKIN ANDERSON,
Seneca, S. C.

YOU MAY BE MISSING SOMETHING

If you do not read the Wanted and For Sale ads each issue. If you have something to sell or exchange, insert small advertisement in the Wanted and For Sale Department. When in need of an employee or employment write Grain Dealers Journal, 305 S. La Salle St., Chicago, Ill.

OFFICE SUPPLIES.

MODEL K NUMBER 37707—Nine column standard visible adding and listing machine for sale; used but very little. First check for \$80.00 takes it. J. R. Lukes, London, Minnesota.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

FOR SALE—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 236 Fourth St. South, Minneapolis, Minnesota.

THE WICHITA STORE AND OFFICE EQUIPMENT CO., of Wichita, Kansas, say in regard to their advertisement: "We certainly were glad to know that each morning brought us queries for office furniture. And always in their letter they would say they noticed our ad in the Grain Dealers' Journal."

SITUATIONS WANTED.

EXPERIENCED GRAIN BUYER wants work with Mill or Elevator Company in Kansas, Colorado or Nebraska. Address Work, Box 10, Grain Dealers Journal, Chicago.

YOUNG MAN 24 years old would like position in Grain Elevator, Iowa or Illinois preferred. Experienced. Address Preferred, Box 10, Grain Dealers Journal, Chicago.

POSITION WANTED as manager of country elevator, either line or Farmers Company. Can furnish best of references and give bond. Can come at once. Address Bond, Box 10, Grain Dealers Journal, Chicago.

POSITION WANTED by Young Man as manager of Farmers Elevator or for Line Company. 15 years experience in Illinois managing Country Stations. References A-1. Address References, Box 10, Grain Dealers Journal, Chicago, Ill.

AN ADVERTISER in our Situations Wanted Columns says after one insertion: "I have so far received about five letters and who knows how many more I will get before the week is over. The Journal is the best advertiser of all the papers I know."

EXPERIENCED GRAIN MAN Wants to connect with private concern, five years' experience in Chicago, Milwaukee and Peoria. Also licensed to inspect grain. Make me an offer. Address Peoria, Box 10, Grain Dealers Journal, Chicago, Illinois.

POSITION WANTED as buyer or manager. Seventeen years' experience, eleven years with last employer. References of last employer. Forty-five years old; have been very successful. Wish a place where a large volume of business can be done. Address Seventeen, Box 10, Grain Dealers Journal, Chicago.

POSITION WANTED to manage large country elevator or line of elevators, where experience and ability are essential. Lifetime experience. In present position five years managing line of elevators, but wish to change. Address Rosemont, Box 10, Grain Dealers Journal, Chicago, Illinois.

SITUATION WANTED with Farmers Union Elevator handling lots of grain and paying proportionately large salary. Have had 19 years' experience in the grain business and am a willing worker. Address Willing, Box 9, Grain Dealers Journal, Chicago.

POSITION WANTED as manager of Lumber Yard in Kansas or Nebraska. No grain business in connection. Fourteen years' experience. Must be town with good high school. A-1 references. Ready after July 1st. Address Lumber, Box 10, Grain Dealers Journal, Chicago, Illinois.

EXPERIENCED GRAIN BUYER wants place as manager of Farmers Company. Can handle grain, lumber, coal, with all other side lines handled by any company. Employed, but can give best of reasons for wanting change and can give best of references. Address Sideline, Box 10, Grain Dealers Journal, Chicago.

SITUATION WANTED as traveling solicitor or representative for a good grain firm where there is a future. Am well acquainted with the grain trade. Have managed elevators for seven years. Married, 27 years old. Can give A-1 references. Am at present employed but want to change. Illinois preferred. Address Future, Box 9, Grain Dealers Journal, Chicago, Illinois.

COLLEGE MAN, 40 years old, good address -16 years' experience in all phases terminal grain business in middle west, also east. Have specialized in the physical operation of terminals, also consignments and the traffic department. Now employed as manager large terminal elevator. Would consider change with good future. Unquestionable references. Address College, Box 9, Grain Dealers Journal, Chicago, Illinois.

MALE HELP WANTED.

EXPERIENCED GRAIN BUYERS For Country Elevators Wanted. The Rocky Mountain Elevator Co., Great Falls, Montana.

EXPERIENCED GRAIN AND IMPLEMENT Manager Wanted. Steady employment. Also elevator and repair man. Address Implement, Box 9, Grain Dealers Journal, Chicago.

MAN WITH EXPERIENCE Wanted to take charge of track buying, Grain Department Traffic and Claims. Good proposition for the right man. Address J, Grain Dealers Journal, Chicago, Illinois.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees needed in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

MANAGER WANTED for Farmers Elevator handling Lumber, Grain and Coal. Must be experienced. Prefer married man. Give references, state experience and salary expected in first letter. Address Secretary, Box 8, Grain Dealers Journal, Chicago.

MANAGER WANTED—For our track buying and cash grain merchandising department. Must be experienced and well recommended. Good salary and in addition a per cent of profit. Address Merchandising, Box 9, Grain Dealers Journal, Chicago.

MAN WANTED to work at Elevator or to buy an interest in same and work and draw weekly salary. A good proposition for the right man. Write

ELROY GRAIN CO.,
R. F. D. 1, Ansonia, Ohio.

YOUNG MAN WANTED—20 to 25 years old, unmarried, as Bookkeeper for large Oklahoma Grain Firm. Should have experience in this line. Position open right now. Your future depends upon yourself. In replying state age, experience, references and lowest salary.

SUN GRAIN & FEED CO.,
Guthrie, Okla.

EXPERIENCED GRAIN SOLICITOR Wanted with wide acquaintance among shippers in Iowa, Minnesota and South Dakota to represent well established grain commission company. Address with full particulars, references and salary expected, Shippers, Box 9, Grain Dealers Journal, Chicago, Illinois.

BAGS FOR SALE.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago.

BUSINESS OPPORTUNITIES.

CAPITAL WANTED to operate Grain Elevator, feed mill and coal yard combined in Northeastern Indiana. Address Capital, Box 10, Grain Dealers Journal, Chicago.

I WILL SELL my 320 Acre Iowa Farm located two and one-half miles and three and one-half miles from two good towns, on good terms. This farm has good buildings and is well tilled. Will take a good elevator in trade as part payment. For full particulars write Box 173, Elma, Iowa.

WILL SELL any amount of stock, from 40 to 76 shares at very small premium if deal can be closed quickly. This is a Farmers Elevator & Supply Company incorporated under the laws of Missouri for \$15,000.00 fully paid. Reason for selling because of other interests to which I must give my whole attention. This block of stock carries position of manager with good salary. Address Premium, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—8 lots adjoining R. R. on which is large warehouse with chop mill and corn crib with shed attached and office building with wagon scales. The building of two tile grain tanks has been started but not completed, owing to sickness. Tile for this purpose is stored on property and almost enough machinery to equip same, including new Richardson Automatic Scale. Only one elevator in town. For particulars address H. B. Gordon, Sheldon, Mo.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

MILLS FOR SALE.

100 BARREL FLOUR MILL For Sale at a bargain; located in good Kansas town. Fuel Oil Power, 10,000 bus. storage capacity. Address J. A. Crow, Crisfield, Kansas.

FLOUR MILL For Sale, 100 barrel capacity, now operating in good live Southern town. A-1 Location. Address C. C. Co., Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Well equipped 100-barrel mill in Rocky Mountain territory, with advantage of natural gas for fuel. Present owners retiring account poor health and other interests. Address Rocky Mountain, Box 10, Grain Dealers Journal, Chicago, Ill.

60 BARREL FLOUR MILL For Sale. Located in one of the best towns in Ohio in a fine farming and dairy section. Lots of local wheat. Mill in operation every day. Located in town with side track to mill. One of the finest locations and best paying business to be found anywhere. Address Flour Mill, Box 9, Grain Dealers Journal, Chicago.

KEEP POSTED

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm.....

Capacity of Elevator..... Post Office.....

..... bus. State.....

Use Universal Grain Code and Reduce Your Tolls.

MACHINES FOR SALE.

MONARCH BELT DRIVEN 40 h.p. Attrition Mill for sale at a bargain. Buhl Seed & Grain Co., Buhl, Idaho.

ONE 16" Harrison Vertical French Buhr Mill, practically new. Inquire C. B. Pyle, 828 National City Bldg., Cleveland, Ohio.

1 NO. 2 JOLIET Corn Sheller for sale, perfect mechanical condition, practically new, has shelled only 10,000 bu. corn this season. Reason for selling have quit shelling corn. A bargain at \$500.00 f. o. b. Fayetteville, Tenn. Quick sale, need the room. Thornton Grain Company, Fayetteville, Tenn.

FOR SALE:

One 800 bu. Howe Hopper Scale.
One 4½ hp. Old Gasoline Engine.
274—9x5 elevator buckets.
Pulleys, shafting, sprocket chain, etc.
All in good second hand condition.
Ellsworth Mill & Elevator Co.,
Ellsworth, Kansas.

BOWSHER MILL for sale. Also—
9x24 Barnard and Leas, 3 pairs high, feed roller mill.

The above in good condition.
Reason for selling, have discontinued feed business.

DROGE ELEVATOR COMPANY,
Council Bluffs, Iowa.

DO YOU want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

35 BARREL NORDYKE & MARMON Rye Flour Mill, consisting of the following equipment, for sale:

3 double stands of rolls, 7x14; 1 square sifter, 1 finishing reel, 1 flour packer, 1 smuther, 1 corn separator, 1 buckwheat shucker, including elevators, conveyors, shafting and hangers, which also are with this mill.

The above equipment is about 4 years old, but the mill was in operation a little more than a year before it was discontinued. Price \$750.00. Address Henry Vogel, 1426 W. 9th St., Cleveland, Ohio.

MACHINE WANTED.

SECOND HAND No. 2 or No. 3 Barnard & Leas single cylinder rolling screen wanted, for scalping corn from cobs. Must be in first class condition.

Loughry Bros. Milling & Grain Co.,
Monticello, Indiana.

SCALES FOR SALE.

NEW AND REBUILT scales of all kinds. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

FAIRBANKS-MORSE Three Bushel Automatic Dump Scale, in good condition, for sale, cheap. Buhl Seed & Grain Co., Buhl, Idaho.

SECOND-HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

500 BUSHEL FAIRBANKS Hopper Scale, \$150.00; 500 bushel Monarch Hopper Scale, \$125.00; 500 bushel U. S. Standard Hopper Scale, \$75.00.

Richardson Scale Co., Wichita, Kans.

SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.
2439 N. Crawford Ave. - - - Chicago, Ill.

MACHINES FOR SALE.

WILL YOU BUILD CONCRETE BINS? We have for sale, cheap, 125 second hand jacks for this purpose. Address Concrete, Box 2, Grain Dealers Journal, Chicago.

WHEN the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

FOR SALE: BIG LOT of elevator belting and cups, No. 9 Clipper, No. 1 Monitor Receiv'g Separator, Elevators, Shafting, Pulleys and Hangers. 20 carloads of everything in the elvtr. and milling line. A. D. Hughes Co., Wayland, Mich.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamo—Motors" columns of the Grain Dealers Journal, Chicago.

FOR SALE: Three 18-h.p. Lauson Oil Engines, in good running order, only been used about three months. Also one 14 H.P. Lauson Oil Engine, brand new, never been set up. Anyone needing such power can get a bargain by corresponding with The Farmers Elevator Company, Metcalf, Illinois.

REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St.,

Chicago, Ill.

For a List of Really Unusual Bargains in CARS

Tanks, Pumps, Compressors, Blowers, Scales, Rails, Locomotives, Cars, Etc. Get our New Big Bulletin 280

ZELNICKER IN ST. LOUIS

LEATHER RUBBER BELTING CANVAS STITCHED

An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.

TEUSCHER AND SON MACHINERY SUPPLY CO.
527 N. SECOND ST. ST. LOUIS, MO.
Send for No. 18A BARGAIN PRICE LIST



A Toll Saver

Here is a letter from a firm you all know, based on its experience over a period of five years with the Universal Grain Code.

POPE & ECKHARDT CO.

Grain

Commission Merchants

West. Un. Bldg.

Chicago, June 2, 1915.

Grain Dealers Journal,

Chicago, Ill.

Gentlemen:—

Since its publication we have made use of the Universal Grain Code continually in communicating with our customers, and we cheerfully subscribe to the fact that it is, in our opinion, a high class medium for the use of the Grain Trade and other lines incident to it. We find it not only useful, but that it is also a very efficient medium in saving telegraphic tolls. Most of our customers agree with us in the opinion we express herein covering the utility and usefulness of the book. Naturally, it requires a little study to become familiar with and to be able to make use of it to best advantage, but we cheerfully recommend it as a reliable and useful code for the purpose for which it is intended.

Yours truly,

POPE & ECKHARDT CO.
WNE:S

This is only one letter. Dealers everywhere who have used it pronounce the "Universal" to be far superior to any code ever published for the Grain and Milling Industries.

Its 146 pages of policy bond paper contain 13,745 expressions for modern, present day, trade terms, every one of which means a saving in tolls to you.

Follow the example of Pope & Eckhardt Co. Stop the leaks in YOUR profit account by sending us your order today. Price \$3.00.

Grain Dealers Journal

315 So. La Salle St.

Chicago, Ill.

SEEDS FOR SALE—WANTED

SEEDS WANTED.

WANT TO BUY Pigeon grass screenings, wild mustard seed screenings and elevator screenings. Send samples and prices delivered New York.

J. A. BARRY,

29 Broadway, New York, N. Y.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SEED BUYERS AND SELLERS can quickly find any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

SEEDS FOR SALE.

GOLDEN MILLET for sale; 1919 crop.
D. H. CLARK & SON,
Galt, Mo.

FOR SALE—MELILOTUS INDICA (Yellow Blossom Sweet Clover), carloads or less.
PHOENIX FLOUR MILLS
Phoenix, Arizona.

ATTENTION, POULTRY FOOD MANUFACTURERS. We have a small carload of choice Oat Meal Middlings for sale.
KINSEY BROS.,
North Manchester, Indiana.

SCREENINGS WANTED.

CORN, WHEAT, Barley, Seed Screenings, Oat Clips and Elevator Offal. Send average sample. Geo. B. Matthews & Sons, 420 South Front Street, New Orleans, Louisiana.

OFF-GRADE WHEAT, BARLEY, Corn or Oats, Wheat Screenings, Corn Screenings, Corn Bran, Oat Screenings, Oat Clippings, Barley Screenings, Barley Chaff or elevator screenings of any kind wanted. Please send samples. B. J. Burns, 324 Chamber of Commerce, Buffalo, N. Y.

Marshall Grain Co.

DISTRIBUTORS OF

KAFFIR MILO

Weights and Grades
Guaranteed at destination.

Responsible brokers wanted in all markets

517-18 Grain Exchange Building
Oklahoma City, Okla.

LOUISVILLE SEED COMPANY

INCORPORATED
LOUISVILLE, KY.
Headquarters for

RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

JOBBER AND EXPORTERS

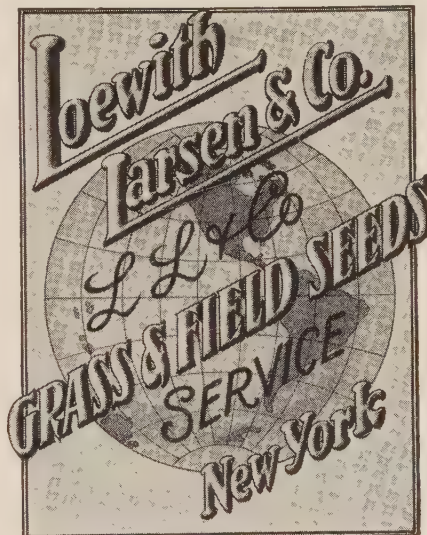
ROSS SEED CO.

Ky. Blue, Orchard, Red Top, and all kinds of field seeds Bought and Sold.

Louisville, Kentucky.

Farmer Seed & Nursery Co.

Growers of Northern Grown
SEED CORN, CLOVERS, TIMOTHY
AND ALFALFA
FARIBAULT - - MINN



I. L. RADWANER SEED CO.

SEED MERCHANTS

NEW YORK
CITY

IMPORTERS

EXPORTERS

SHIP YOUR HAY
to
ALBERT MILLER & CO.

192 N. Clark St. CHICAGO, ILL.

Field and Grass Seed Trade Directory

ARNHEM, HOLLAND.

Wm. E. Busgers & Co., European fancy natural gr. sds.

ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Belt Seed Co., The, importers & exporters seeds.
Wm. G. Scarlett & Co., wholesale seed merchants.

BELFAST, IRELAND.

McCausland, Sam'l, Ryegrass & Dogstall.

BUFFALO, N. Y.

Stanford Seed Co., Inc., The, wholesale field seeds.
Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.

Dickinson Co., The, Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
Johnson, J. Oliver, seed merchant.
Continental Seed Co., seed merchants.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

DES MOINES, IA.

Iowa Seed Co., buyers and sellers.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

FARIBAULT, MINN.

Farmer Seed & Nursery Co., seed corn & grass seeds.

INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.
Indiana Seed Co., The, grass and field seeds.

KANSAS CITY, MO.

Harnden Seed Co., field & grass seeds.
Missouri Seed Co., wholesale exports and imports.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LAWRENCE, KANS.

J. Underwood & Son, grass and field seeds.

LINCOLN, NEB.

Griswold Seed & Nursery Co., seed merchants.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain & field seeds.
Louisville Seed Co., clover & grasses.
Wood, Stubbs & Co., grass & garden seeds.

MERIDIAN, MISS.

Kimbrough Mitchell Seed Co., Southern seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., grass and field seeds.
L. Teweles Seed Co., field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The, Albert, seeds.
Minneapolis Seed Co., seed merchants.
Northrup, King Co., wholesale seeds.

NEWBERN, TENN.

Cole Seed Saver Co., Japan clover wholesale.

NEW YORK, N. Y.

Loewith Larson & Co., grass & field seeds.
Doughten, Inc., H. W., grass & field seeds.
Nungesser-Dickinson Seed Co., wholesale seed merchants.
Radwaner Seed Co., I. T., fd. & gr. seeds, ex. impta.

OKLAHOMA CITY, OKLA.

Marshall Grain Co., Distributors of Kaffir Milo.
State Seed Co., The, garden & field seeds.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

ST. JOSEPH, MO.

Chesmore Seed Co., field seeds.

ST. LOUIS, MO.

Schisler, F. & G. S. Co., A. W., seed merchants.
Manglesdorf, Ed. F. & Bro., wholesale field seeds.
Newman & Malkemus, grass and field seeds.

ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

SELMA, ALA.

Geo. M. Callen, seed grasses & hay.

TOLEDO, OHIO.

Flower Co., The S. W., seed merchants.
Hirsch, Henry, whole. sour, seed.
Toledo Field Seed Co., The, clover, timothy.

WICHITA, KANS.

Ross Bros. Seed Co., fd. seeds, alf., kafir, sweet corn.

SEEDS FOR LATE PLANTING

Present abnormal traffic conditions make it advisable to place orders for seeds for late planting at once. Do not disappoint your customers. Provide ample stocks to supply their demands. They're depending on you.

We are now offering

HUNGARIAN SOWING RAPE COW PEAS
SOY BEANS MILLETS
BUCKWHEAT FIELD PEAS and
ALL FIELD SEEDS

Let us quote prices

Send us a list of your requirements. We have unexcelled facilities. Our location is ideal. We have direct Western Union and Postal wires in our offices. Quotations promptly submitted.

THE ILLINOIS SEED COMPANY

349-369 East North Water St.

Chicago, Illinois

WOOD, STUBBS & CO.

(Inc.)
LOUISVILLE, KY.

Ky. Blue — Orchard — Red Top
BUY AND SELL
Also full line Garden Seeds

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.
TOLEDO, OHIO

The J. M. McCullough's Sons Co.

BUYERS — SELLERS

Field and Garden Seeds

CINCINNATI - - OHIO

REGISTERED BRANDS



MINNEAPOLIS SEED COMPANY

WHOLESALE FIELD SEEDS

HARDY NORTHERN GROWN SEEDS OUR SPECIALTY

ASK OUR BIDS BEFORE SELLING. BUYERS, RECLEANERS, SELLERS. WRITE OR WIRE FOR SAMPLES AND PRICES.

TIMOTHY, CLOVERS, MILLETS

GRASSES, FORAGE SEEDS, SEED GRAINS, PEAS, BEANS AND SCREENINGS

SEED ELEVATOR AND WAREHOUSES:
34TH TO 35TH STS. AND RAILROAD
AVE. SO., ON C. M. & ST. P. RY.

P. O. ADDRESS: LOCK DRAWER 1546
OFFICES: 3444 RAILROAD AVE. SO.
MINNEAPOLIS, MINN.

GRAIN ELEVATORS AND WAREHOUSES:
35TH TO 37TH STS. AND RAILROAD
AVE. SO., ON C. M. & ST. P. RY.

H. W. DOUGHTEN, 59 PEARL STREET
NEW YORK CITY

Importers, Exporters and Jobbers **Grass and Field Seeds**

We Are Buyers of NEW CROP ALSIKE
and Sellers of D. E. RAPE

Crawfordsville Seed Co.

FIELD SEEDS

Crawfordsville

Indiana

TIMOTHY SUDAN

ALFALFA

FEED MILLET

RUDY PATRICK

SEED CO. KANSAS CITY, MO.

WHITNEY-ECKSTEIN SEED CO.

Wholesale Seed Merchants

BUFFALO, N. Y.

CORRESPONDENCE INVITED

KELLOGG FIELD AND GRASS SEEDS

We specialize in: Red
Clover, Alsike, White
Clover, Alfalfa, Timothy,
Fancy Red Top and Blue
Grass. Send for sam-
ples and prices.

KELLOGG SEED CO.
MILWAUKEE WISCONSIN

FLOWER, FIELD and LAWN SEED
J. OLIVER JOHNSON
 Wholesale
 SEED MERCHANT
 1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

Crabbs Reynolds Taylor Company
 CRAWFORDSVILLE, INDIANA
 Buyers and Sellers
 CLOVER AND TIMOTHY SEED—GRAIN

WANTED

To buy Car Lots of

Corn Cobs

Indiana Milling Co.

TERRE HAUTE, INDIANA

The Stanford Seed Company, Inc.
 Wholesale Field Seeds .. BUFFALO, N. Y.

Send Samples
 Millets and Seed Grains
 to
THE BELT SEED CO.

Importers and Exporters
 Baltimore

We Offer Alfalfa, Red Clover and
 Crimson Clover at Very
 Attractive Prices

We are buyers of
 Clovers, Timothy and Alfalfa
SEEDS

Send Samples

L. TEWELES SEED COMPANY
 MILWAUKEE, WIS.

IMPORTERS EXPORTERS
GRASS and CLOVER SEED
 Buyers and Sellers of Timothy, Red Clover,
 Alsike, Alfalfa, White Clover, etc.
NUNGESSER-DICKINSON SEED CO.
 New York, N. Y., U. S. A.

The Mangelsdorf Seed Co.
 Sweet Clover, Alfalfa,
 Soudan Grass, Millet, Rape.
 ATCHISON KANSAS

WANTED
 Wild Mustard Seed and Wild Mustard Seed
 Screenings. Send samples and prices.
 Sunflower Seed and Buckwheat for sale.
P. L. ZIMMERMANN CO.
 ST. LOUIS, MO.


We **SEEDS** We
 Buy Sell
J. G. PEPPARD SEED CO.
 Kansas City, Mo.

MISSOURI BRAND SEEDS
 Specialists
 KANSAS GROWN ALFALFA
 MISSOURI GROWN BLUE GRASS
MISSOURI SEED CO.
 KANSAS CITY, MISSOURI

SEEDS ANY and EVERY
 KIND
 CAR LOTS or LESS
The Nebraska Seed Co.
 Omaha, Neb.

HENRY HIRSCH
 WHOLESALE FIELD SEEDS
 CLOVER — ALSIKE — TIMOTHY — ALFALFA
 Our Specialty
 All Other Field Seeds
 TOLEDO - - OHIO

The S. W. Flower Co.
 WHOLESALE
FIELD SEED
 MERCHANTS
 SPECIALTIES
 RED CLOVER, TIMOTHY
 ALSIKE
TOLEDO
 OHIO




**"BRANDNU"
 BRAND**
The Standard of Value
**GRASS AND
 FIELD
 SEED**

CONTINENTAL SEED COMPANY
 CHICAGO, U. S. A.
 LOCK DRAWER 730
 CABLE ADDRESS "CONTISEED"

BRANDNU
 STANDARD OF VALUE

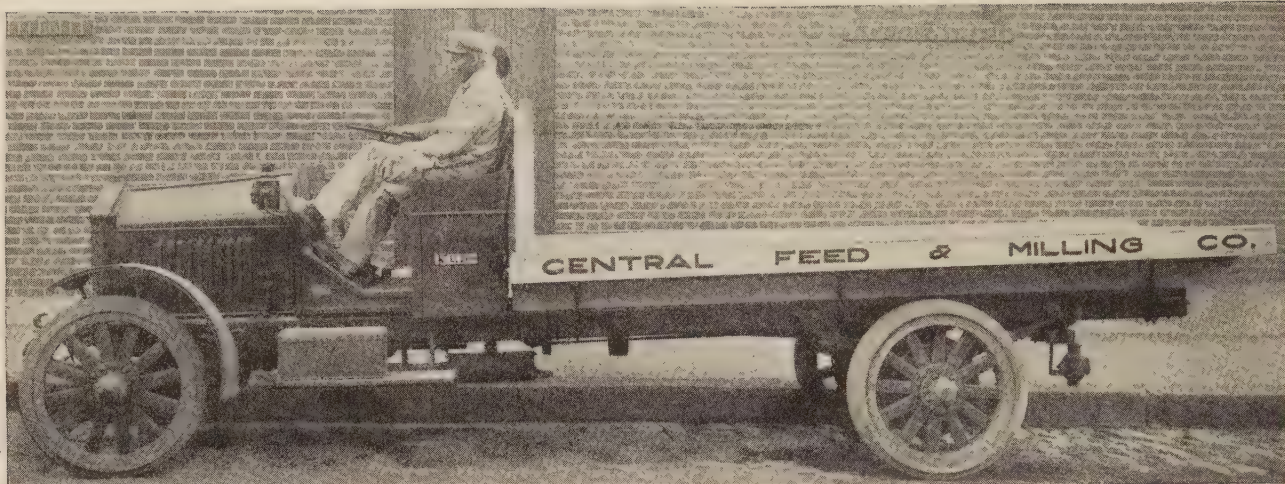
**Prompt Shipment
 on
 SEEDS**
 CLOVERS, TIMOTHY
 GRASS SEEDS
 SEED GRAINS
 FODDER CORN
 MILLETS
 And A Full Line Of Seeds
NORTHROP, KING & CO.
 Seedsmen
 Minneapolis, Minnesota



SEED

*We Buy
 and Sell
 all Varieties
 of Grass
 and Field
 Seeds*

The Albert Dickinson Co.
 MINNEAPOLIS CHICAGO



"Our only expense has been the cost of gasoline and oil"

THE Selden Truck operated by the Central Feed and Milling Company, of Memphis, Tenn., has more than fulfilled their expectations. They say of it:

The Magazine
"TRUCK
TRANSPORTATION"
will be mailed free to all
interested upon receipt of
request to Dept. GD
SELDEN TRUCK
CORPORATION
 Rochester, N. Y.

"We purchased our Selden Truck after carefully looking over the different makes of trucks on the market, and are more than satisfied with its performance. Our only expense has been the cost of gasoline and oil, which has been very reasonable.

"It is a pleasure to recommend the Selden Truck, for its performance has truly been all that you claimed for it, and more than we expected."

This endorsement of Selden Trucks is typical of the opinions which come to us from grain dealers in many parts of the United States. All speak of exceptional service rendered by Seldens.

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 —SELDEN Truck

Write us for information on the adaptability of Selden Trucks to the haulage of grain.

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SELDEN TRUCK CORPORATION, Rochester, N. Y., U. S. A.

GRAIN DEALERS JOURNAL

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THE ADVERTISING value of the Grain
Dealers Journal as a medium for reaching
progressive grain dealers and elevator men
is unquestioned. The character and number
of advertisements in its columns tell of its
worth. If you would be classed with the
leadings firms catering to the grain trade
place your announcements in the Journal.

Advertisements of meritorious grain ele-
vator machinery and supplies and of re-
sponsible firms who seek to serve grain deal-
ers are solicited. We will not knowingly
permit our pages to be used by irresponsible
firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those
engaged in the grain trade, news items, re-
ports on crops, grain movement, new grain
firms, new grain elevators, contemplated im-
provements, grain receipts, shipments, and
cars leaking grain in transit, are always
welcome. Let us hear from you.

QUERIES for grain trade information not
found in the Journal are invited. Address
"Asked-Answered" department. The ser-
vice is free.

CHICAGO, MAY 25, 1920

THE SHINGLE ROOF must go. It is too
inviting a lodging place for the locomotive
spark.

CALIFORNIA is getting into the fold by
organizing the grain dealers of the Imperial
Valley.

EXTENSION OF PRICE CONTROL has
become so evidently unpopular with wheat
growers and consumers that no politician is
rushing forward to father the idea.

ORGANIZATION for the purpose of col-
lecting grain claims thru one agency that
can do the work with economy is the most
promising development of 1920.

SHELLERS which break up the corn ker-
nels as well as the cob, in the effort to shell
dry corn, are sorely in need of intelligent ad-
justment. The broken corn will not grade
and often causes heating.

THE PROPOSAL of the carriers to raise
the grain loading line to within 24 inches of
the roof is meeting with merited opposition
from grain shippers. If adopted it would re-
sult in more shipments getting hot and many
more cars would be reported "too full for
inspection," so the average delay would be
greatly increased.

TAX REFORM is very much needed if the
government's demands for funds are to be
met without discouraging enterprise and pro-
duction. A wise system of taxation will en-
courage thrift and discourage spendthrift
buying. The unproductive activities of the
federal government are absorbing too much
of the legitimate profits of trade and indus-
try.

GOVERNMENT control of the wheat trade
will end very soon, for which let us all be
thankful.

FINANCIAL STRINGENCY has impetu-
ously crowded King Corn off the high pedes-
tal of public esteem, but he promises to come
back.

SOME CARRIERS are making a survey of
country shippers' weighing facilities, which
should encourage all to improve. The best
scales obtainable are none too good for weigh-
ing three dollar wheat.

LEAKS IN TRANSIT will increase in
number with the expected increase in the move-
ment of grain to market, and shippers will
serve the interest of brother shippers by re-
porting all leaks for publication.

WEEVIL need cause no anxiety to the ele-
vator operator whose plant is equipped with a
modern drier, for by raising the temperature
of his weevil infested grain to 120 degrees
Fahrenheit, he can easily blow the dead bodies
of the pests into the dust pile.

GRAIN MARKETING activities of med-
dlesome governmental bureaus designed to pro-
mote better agriculture were condemned most
emphatically by all the Southwestern Assns
recently, and it is to be hoped the resolu-
tions will be followed up with some active
agitation against the abuse.

GRAIN DEALERS who fail to keep a
complete and accurate record of every trans-
action, as well as an accessible file of all cor-
respondence, are not in position to present a
very strong case to an Arbitration Com'tee or
a court. Such records not only help dealers to
know what they are doing, but make it easy
for them to prove it.

THIS is the last week of governmental re-
gulation and surveillance of the grain trade.
No more rules to study and interpret, no more
reports to labor and swear over. No one is
any happier over the termination of this au-
tocratic activity of the federal government
than Mr. Barnes, none more anxious that the
grain trade shall function as before. Don't
worry, but be careful.

LOAFERS are said to have disappeared
from the streets of our cities; but it is easy
to draw an erroneous inference from the fact.
The truth is that before the war hired help
was so plenty the shirkers were not tolerated
in the factory or shop and had to take the
streets. Now the indolent can get a job and
loaf on it. That is one reason the freight cars
are not kept in repair.

THE LAST number of the Journal was
over a week in reaching subscribers in the
Southwest, notwithstanding our own mailing
dept. works our second class mail so that all
the Chicago Post Office has to do is to weigh
and pass on the bags of Journals delivered to
it. However all mail thru the Chicago Post
Office will be delayed until Congress appro-
priates enough money to employ the help
needed to expedite the handling of the mail.
The great savings claimed by the Postmaster
General are not appreciated by men whose
mail is continually delayed.

SOUTHWESTERN DEALERS are ship-
ping ear corn in stock cars and thereby ob-
taining some relief from the existing stagna-
tion.

SALES of grain for future delivery should
be made with due regard to the likelihood of
a substantial advance in freight rates as soon
as the labor board rules on the wages of rail-
way workers. Money advanced by the govern-
ment to the carriers must be repaid.

RECIPROCAL DEMURRAGE laws must
be more carefully drafted if they are to stand
the test of the courts, in view of the recent
decision of the Supreme Court of Nebraska
holding the statute unconstitutional, on the
ground that a statute which provides for more
than compensatory or actual damages to be
paid to an individual is in excess of legislative
authority and is unconstitutional.

THE OPEN SHOP endorsement of the
Texas Grain Dealers Ass'n is in harmony with
the sentiments of business men generally, but
those of the Southwest seem to have the cour-
age to express their convictions. Both pri-
vate and public business have been so ruth-
lessly crucified recently by the arbitrary dic-
tation of the labor union autocrats the public
generally has lost all patience with their selfish
demands.

LESS is being heard of the Non Partisan
League. Is it because the attempt to make a
go of the new mill and elevator is absorbing
all the time and thought of the agitators? That
they got the Dakota terminal and mill may
prove to be a blessing in disguise, as the ex-
pected failure of the enterprise to benefit the
wheat growers may disgust the one-time sup-
porters of the League, and prevent their legis-
lative campaign in other states from coming
to a head.

NEW country elevators will not be modern
unless they include efficient equipment for fa-
cilitating the unloading of grain from trucks
as well as from farmers' wagons. In sections
having good roads expressmen arrange to
truck commodities to the country when they
can get a load of farm produce for the return
trip. They haul grain to market cheaper than
the farmer can haul it and also leave him to
attend to home duties. The grain dealer can
not ignore the growing use of trucks in coun-
try districts.

IN VAIN did the striking switchmen try to
get a hearing before the railway labor board
at Chicago. It is good news for the rest of
us when the chairman of the board tells the
strikers it can not listen to lawbreakers and
that it is contrary to law to interfere with
transportation by going on strike. The out-
law unions now have the truth brot home to
them that the whole people is greater than
any part. The board will prescribe a wage
schedule and the switchmen can take it or
leave it. The suggestion by the managements
that wages be adjusted on a sliding scale pro-
portioned on future increases or decreases in
the cost of living has much merit, and will
automatically provide for the lowering of
wages without friction when the cost of liv-
ing comes down, as it inevitably will.

REPAIRING cars cost one Texas shipper \$93 for lumber alone in one month. How long before the shippers will have to repair the track that was nearly junked by government management?

BLUE SKY stock salesmen have pretty nearly let the grain trade alone in their fake promotions; but they did succeed in getting away with a quarter of a million dollars in an alfalfa mill proposition at Sioux City.

ARE YOUR freight bills correct? Do you *know* they are correct? If you do not, better refuse to pay them until you can make sure of their accuracy as many large shippers report more errors in their freight bills than ever. The railroad officials try to excuse the errors because of the inexperience of the girls who succeeded the men clerks, but are just as slow as ever in reimbursing the losing shippers.

CAN YOU AFFORD to fill your elevator with three dollar wheat, wait six months for a car and take the chances of a wild market? Surely not on an eight cent gross margin. It costs much more to handle all grain than before the government undertook to regulate the business and freight rates are sure to be greatly increased soon, so wider margins are absolutely necessary to a safe business.

CUT-THROAT LEASES and exorbitant site rentals are not being pushed so hard by the railroad companies since government control ended. One reason for the drive was that the Director General had ordered that all leases be made uniform. His authority having expired, each carrier is free to give shippers at different stations the consideration that their local situation demands, one of which is that a rental based on the value of the adjoining farm lands can be but nominal.

RAILROAD GROUND RENTALS are again being increased by many railroads, because the railroads want more money, and the grain elevator men have been so easy in the past that the railroad men have come to look upon them as their rightful prey. All governmental authorities seem content to give railroad right of way a valuation based upon the fair average value of surrounding property, and then limit the yearly rental to a six per cent basis. In most cases this would prove fair and acceptable to grain elevator owners, but many will move rather than submit to railroad extortion.

ASSOCIATION MEMBERSHIP figured in the decision by the Supreme Court of Oklahoma in the suit between two Oklahoma grain firms, as reported elsewhere in this number of the Journal. The court took notice of the fact that both plaintiff and defendant were members of the Oklahoma Grain Dealers Ass'n and were familiar with and bound by the rules of the Ass'n. When a court holds the parties down to the rules of the ass'n of which they are both members they might have saved time and money by resorting to arbitration in the first place. A judicial interpretation of the rules may be worth the price, however, and in this case certainly the indorsement of trade rules must be gratifying to organized dealers.

KANSAS wheat was "almost dead," but the present improved reports verify the history of many a crop that was reported a failure, and the premier wheat state is likely to come to the front with considerably more than 100,000,000 bus.

WE HAVE YET TO LEARN of a grain elevator properly equipped with lightning rods being set on fire by a stroke of lightning. That such an accident might happen is admitted, but experience proves that the chances of fires being so started are small.

MISSOURI dealers, as is clearly shown by their emphatic resolutions, are decidedly weary of Government interference with the grain business and they did not hesitate to ask that the Government take its hands off. If all grain dealers were as outspoken in their desires as those of Missouri, Congress would soon cut off the revenue of the socialistic office holders, who are striving to push the Government into different lines of commerce.

THE CLAIM agent of the Union Pacific railroad has devised a new plan for trimming the shortage claims of shippers that is truly unique. Having determined to his own satisfaction that the average shortage in grain shipments is ten bushels, he offers to settle claims in excess of that amount at ten bushels, but ignores claims for less. His originality merits reward in the form of a few well prosecuted law suits. The results will prompt him to forget his skinning scheme.

THE FEDERAL TRADE COMMISSION is just out with a new report on coal mining costs and margins based on monthly statements by bituminous coal operators. The report shows that 2,482 operators furnished figures for the entire 12 months of 1918, and that only 1,431 have yet made complete reports for February, 1920. Those operators who have not yet reported can save themselves much useless labor by taking to heart the recent decision by the Supreme Court of the District of Columbia that the Commission can not lawfully require reports to be kept on prescribed forms.

PANIC as we had it in 1893 is absolutely impossible in the United States, according to the governor of the federal reserve banking system, and rumor mongers are doing much mischief by their sinister propaganda. Such a panic is prevented by the elasticity of our present banking system. In 1893 a manufacturer went to the bank to draw money for the week's payroll of the factory hands, and was refused. Returning to his office he took some government bonds from his vault, and, going back to the bank, asked for a loan on this collateral, and was again refused. The banker said he had plenty of collateral but no money. Now, not only government bonds, but commercial paper and warehouse receipts are exchangeable at the banks for currency as fast as the printing presses can turn out the paper. What panic there may be will be only in the minds of the manufacturers of luxuries who see their market vanishing and are in haste to sell out their stocks of factory made goods before the people tighten their pocketbooks.

Grain Loans Need No Restriction.

Those few bankers who may have become victims of the prevailing hysteria in favor of reducing loans to the extent of requesting any of their grain dealer patrons to cut loans need to be reminded that grain loans are the most liquid collateral.

Far from being restricted in any way the grain dealer should have his activities aided to the greatest extent by the bankers and the railroads. Thus will the sale of the crops be facilitated and the cost of living cut down.

The practice recently adopted in a few federal reserve districts of raising the rates on a bank's rediscounts should not be made to work to the disadvantage of the grain dealer, as it is doing, by the higher rate of interest exacted. The grain dealer is entitled to the same low rate as in other years, as his loans are being employed not to hoard foodstuffs but to get them to market. The allegation that a high rate is warranted in order to force hoarded foodstuffs on the market might apply to warehouse receipts held by a farmer or speculator, but in no case does it apply to the shipper's B/L representing a car en route to market.

It is silly to raise the rate of interest to force grain on the market when the real need is cars.

To be fair the federal reserve system should make a discriminatory rate one or two per cent lower on Bs/L, and on grain in the elevator for which shipper has ordered cars for loading out.

Deflating Prices.

In the present movement toward deflating prices certain fundamentals in the orderly progress of deflation should not be overlooked. It is a mistake to suppose that all prices will move downward together.

Necessity is the prime force of human action. Finding his purse unequal to all demands the average man will first do without that which can most easily be dispensed with. His necessities are classified into food, clothing and shelter. First he will economize by cutting down his expenditure for shelter, following this by reducing his outlay for clothes, and lastly or not at all cutting his cost of edibles.

All information from the farming districts confirms the 1920 movement of population from the farm to the city. In other words a considerable percentage of our people is leaving the work of producing food and taking up the labor of producing clothing and factory products. The increased output of clothing will come at a time when the great mass of the people is disposed to reduce its outlay for raiment.

As stated most correctly by one of the speakers at the recent convention of Illinois dealers, "The products of agricultural labor will exchange for an increasing volume of the products of industrial labor."

The present downward trend of the grain markets may continue as long as an increasing volume of grain presses upon the market, by reason of improved transportation or the rushing of the new crop to market, but prices of grains will not be permanently lowered until labor again returns to the farm.

The Southwestern Congestion.

The delivery of grain to consumers can never be effected at a pace in excess of the forwarding capacity of the weakest unit in our transportation system. The striking switchmen kept the railroads from moving grain for six weeks and striking dock laborers at Buffalo and New York have taken their turn at interfering with the prompt forwarding of grain, while the foreign buyers by failing to furnish boats to carry away the grain purchased have forced such a wheat congestion upon Galveston as to clog elevators and tie up 5,000 cars indefinitely. This forced suspension in the transportation of our grain to Europe backs up the stream of our foodstuffs all along the line to market and compels all holders to seek an extension of credit already strained. Coming as it does on the eve of moving another crop the congested grain carriers and elevators of the Southwest are virtually paralyzed.

With Galveston's elevators loaded to their full insurable value, 2800 carloads of grain already on the island and as many more on the way, the railroads last week put in effect the permit system for grain shipments to that port.

Even tho a number of boats were immediately supplied the present accumulation of grain for export cannot be cleared away for weeks to come. In the meantime the grain trade of the Southwest must mark time, for much grain not yet loaded has been sold for shipment to Galveston. One encouraging feature of the present deplorable situation is that those directly responsible for Galveston's poor facilities for handling the great volume of grain now seeking an outlet at that port are also suffering.

The Santa Fe Railroad carries about half the grain going to Galveston for export, yet it owns no grain handling facilities and does not admit having any intention of building a grain elevator on the splendid site it owns. Thousands of cars are tied up for storing grain while large shipments are refused until the congestion is relieved. It would cost the Santa Fe about two million dollars to build a 5,000,000-bushel fireproof elevator. Its erection would release at least four thousand cars for transportation purposes and make the port far more attractive to shippers. The Santa Fe, true to its historical stubbornness, refuses to provide elevator facilities at its Galveston terminal or to grant favorable rates on grain to New Orleans, which is blessed with a large fireproof storage elevator. The idea of any railroad tolerating a terminal condition which forces the conversion of its rolling stock into less profitable grain storehouses seems ridiculous, yet that is exactly what the Santa Fe is doing.

The Galveston Wharf Co. has the best interests of the port at heart, yet it seems satisfied with two old wood elevators whose usable storage capacity is limited to about seventy per cent by the volume of insurance obtainable. A modern rapid handling fireproof elevator with ample storage would relieve the present congestion and insure a greater grain business for the port for all time to come.

In spite of the great congestion in Galveston the half million modern fireproof elevator at Texas City, just across the bay, stands empty and idle. No one knows why.

The greater sufferers are the would-be grain shippers of the entire Southwest. Their business is stagnant, their shipments are held up and their working capital kept idle by the criminal indifference of the wharf company and the Santa Fe. It is time the grain shippers made a vigorous demand for the provision of modern elevator facilities, capable of handling the large volume of business they are offering the port.

Pressing the 5,000 idle box cars into purely transportation service might help to hasten delivery of grain in all sections of the country and put into circulation much capital now kept idle by lack of transportation.

Ideas on Future Trading Solicited.

Before the war and long before the foreign governments threw sand into the gearing of the future markets the old system of trading had developed serious faults, as shown by the friction that the directors of the exchanges had to adjust by makeshift rulings.

Twenty and thirty years ago there were large stocks at terminal markets upon which to trade, and the distant futures always sold at a premium over the cash grain, affording an ideal and always profitable hedge to the warehouseman in city or country.

In late years the stock of contract grain seems to have a way of disappearing. The grain may get to the terminal for weighing, inspection and sale, but it does not stay there, and a ridiculously small outstanding interest in the future delivery results in a natural corner.

The resumption of future trading in wheat offers a splendid opportunity for constructive work in establishing the market on a basis that will give the best facilities for hedging. The com'te of grain exchanges having the duty of planning the resumption of trade earnestly solicits written suggestions. Every dealer who has a plan should make it known.

Coming Conventions.

May 26, 27, 28. Kansas Grain Dealers Ass'n at Wichita, Kan.

May 27 and 28. Feed Handlers at St. Louis, Mo.

June 1, 2.—Iowa Seed Dealers Ass'n at Des Moines, Ia.

June 7, 8 and 9—The Southern Seedsmen's Ass'n at Jacksonville, Fla.

June 17, 18. American Feed Manufacturers Ass'n at Chicago, Ill.

June 22, 23, 24. American Seed Trade Ass'n at Milwaukee.

June 21—Wholesale Grass Seed Dealers Ass'n at Milwaukee, Wis.

June 22, 23, 24, 25. Grain Men's Union, Grand Forks, N. D.

June 30 and July 1.—Ohio Grain Dealers Ass'n at Cedar Point, O.

July 7, 8, 9. Tri-State Country Grain Shippers Ass'n at Minneapolis, Minn.

July 13, 14, 15. National Hay Ass'n at Cincinnati, O.

Oct. 11, 12 and 13. Grain Dealers National Ass'n at Minneapolis, Minn.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. & A. 38261 passed thru Pocahontas, Ia., on May 24 leaking oats badly at the end post.—R. H. Patterson, sec'y-treas., Pocahontas Grain Co.

M. C. 46617 passed thru Crescent City, Ill., May 22, going east leaking oats at the right hand door.—W. G. Smith, Crescent Farmers Elevator Co.

W. of A. 993 on May 10 stood on our elevator siding, leaking white oats badly at a broken post about midway between door and end. The door also was partly opened, and the draw-bar was pulled out of one end.—F. H. Stembel, Kennedy Bros., Templeton, Ind.

M. & O. 6567 was sidetracked May 8 at Kiro, Kan., with the drawhead pulled, and the whole end of the car is pulled out two feet. This car is loaded with wheat and about one-half of the wheat must have gone out when this happened.—W. F. Boland, Silver Lake, Kan.

Observations.

BY TRAVELER.

Frank G. Crowell, for 26 months 1st vice-president of the U. S. Grain Corporation, in telling the Missouri Grain Dealers Ass'n of the ominous conditions confronting the country grain dealers who attempt to market the farmers' grain, recited the experience of his firm in its futile efforts to get cars.

One of their traffic men who had seriously strained his eyes looking for box cars had just abandoned the chase at the company's most distant station and was filing a telegram to headquarters when a gruff voice called to the station agent: "Report to the train dispatcher, two empties coming east."

Running out on the platform the car seeker found nothing but two I. W. W.'s traveling the ties for the terminal.

* * * * *

MANY COUNTRY elevator men of northern Kansas are so disgusted with the uncertain market and the rotten transportation service that they are refusing to increase their holdings of wheat even when the local banker is willing to let them have the money at 8%. They argue that they can not afford to carry the high priced wheat unhedged with borrowed money. The length of time they will have to hold the grain before cars are available and the price at which they can sell are both such a wild speculation they insist upon farmers holding their grain until the local elevator stocks are materially reduced. One line company has instructed its agent to stop buying when a full car load is in the house, until the grain is loaded out.

The dealers maintain: "Holding wheat under the present conditions is extremely precarious. If we realize a big profit from the advancing market, the infernal revenue collector takes it, while if the risks of ownership nets us a big loss it is all our own."

* * * * *

A BANKER, prominent in the section of the country where he is in business, was heard to remark recently that if the car situation is not materially relieved in the near future banks of the country will refuse to credit or pay drafts drawn against bills of lading until the cars are ready for unloading at destination. This would be, in effect, the substitution of arrival draft terms for the demand draft basis on which the grain business is now conducted, and it is easy to see that it will necessitate a complete readjustment of the financial arrangements of the trade if it actually comes to pass.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Increasing Capacity of Elevator Leg?

Grain Dealers Journal: How can I increase the elevating capacity of the old leg in my elevator?—E. H. Wallace.

Ans.: There is only one way to increase the capacity of old elevator legs and that is to tear them out and put in new elevators.—A. W. Ward, elevator builder, Shenandoah, Ia.

Grain Doors 100 Ft. from Elevator?

Grain Dealers Journal: While the railways were under government control there was an order issued that required us to pile our grain doors at least 100 feet from our elevator. This makes it very inconvenient for us on a windy or rainy day. We are on the Pennsylvania in Illinois and would like to know if this order has ever been revoked?—E. W. W.

Excessive Site Rental?

Grain Dealers Journal: We are in trouble about our site rental. Two of us are in partnership and my partner signed a contract for rental of our site at \$100 per year. Is it possible for us to get around paying this exorbitant charge? I understand that this charge is more than the railways can legally collect.—Frank Mott.

Ans.: A partnership is bound by the signature of a partner.

This matter should be taken up with the Illinois Public Utilities Commission. If the commission states that it does not have jurisdiction the shipper will be at a loss until the laws of the state of Illinois are made to conform with the laws of Iowa, under which the Stacyville Grain & Coal Co. forced the Illinois Central R. R. to decrease its site rental from \$85 to \$12 per year.

When Is Sale Closed?

Grain Dealers Journal: On March 30 we shipped to Milwaukee car 51138 Penna., loaded with yellow corn, which on arrival graded four yellow. It was sold as three yellow, with a specified discount of 3c for No. 4. I have not the exact date of arrival, but on account of strike it was not unloaded till April 27, when it graded sample yellow, hot.

Buyer refused to accept it on contract, so I instructed commission firm to buy in a car of three yellow to fill contract, and sell this car. The firm sold this car, after it was supposed to have been conditioned, at \$1.60½ Milwaukee. It was reloaded into car 51138 Omaha, and was not unloaded at final destination until May 8, when the corn was again found to be hot, and the final buyer of it refused to accept it except at a discount of 40c, or at \$1.20½ per bushel.

Now in the first place, this rule in Milwaukee of allowing unlimited time after first inspection for reinspection seems to me to be designed to keep shippers away from this market. It certainly is very unfair to the shipper, tho it certainly is a fine buyer's market. Then it seems to me that this car could not have been conditioned properly, or it would never have heated again. We paid a good round sum for this conditioning, and I doubt if it was ever touched.

Then in the third place, it seems to me that it was a plain case of breach of contract on the part of the final buyer of this corn. He bought it outright at \$1.60½, and then cut his price the 40c. Do you call that a square deal?—Sergeant Bluff Farmers Elevator Co., Sergeant Bluff, Ia.

Distribution of Cars.

Grain Dealers Journal: We are located on the Union Pacific Ry. and have a 25,000-bu. elevator. Our competitor has two elevators here that each hold 10,000 bus.

The railroad company is furnishing him with two cars to our one. Is this right?—Farmers Co-operative Grain Co., Rising City, Neb.

Ans.: The railroads have considerable latitude under the general instructions of the Interstate Commerce Commission, and have been working under the rules of the car service section of the U. S. R. R. Administration, which provide that each Saturday shippers will inform the station agent of the amount of grain on hand tendered for shipment, the ratio of the quantity so reported by the shipper to that reported by all shippers to be the percentage basis for the distribution of cars at that station during the ensuing week for grain loading.

Accordingly the number of cars allotted to the other shipper may be based on representations made by him to the station agent warranting a greater number of cars. As a fact there are records stating that each of the competitor's houses has a capacity of 20,000 bus., in which case he could easily claim to have twice as much grain on hand.

Conquering the Leakage in Boot.

Grain Dealers Journal: In the April 25 issue of the Journal appeared a letter from Younce Bros. Grain Co., of Waynesville, O., relative to keeping water out of a cement boot. Their letter is a recital of an experience we have had, and finally we conquered the leakage in the following way.

We tore out our grain boot entirely, and reconstructed it. We washed our gravel, got good clean sand, and used plenty of Lehigh cement. The proportions were very rich, in fact, a little richer than the strongest one recommended. We also used hydrated lime, at the rate of 200 pounds of hydrated lime to 52 sacks of cement.

We puddled the mixture until we had it in such a state of consistency that it was jelly-like in the mold. We rammed this concrete and when the walls were very green, we gave the same a coat of a mixture of cement and sand. This boot was built at a time when we had water coming in the hole so fast that it necessitated baling out in order to do construction work. Up to date it is water-tight.

We had tried water-proofing our first cement booth with a coating of asphalt paper and hot asphalt, with another layer of cement on top of that. We firmly believe that it is much the cheapest way to tear out the faulty boot and rebuild it right.—George O'Dwyer Inc., H. G. Garland, sec'y-treas., St. Maries, Ida.

OPEN SHOP IN BUFFALO ELEVATORS is the result of the unions refusing to arbitrate their demands. On the first day of the new regime there were one hundred more applicants for work than were needed, and grain is being loaded out as fast as it was under the union system. If the grain scoopers should strike, the owners will continue to run the elevators and they feel confident that there will be little or no delay in unloading vessels.

THE BOARD OF TRADE Post, No. 304 of the American Legion, at a meeting held April 29, adopted the following resolution: That we, the Board of Trade Post of the American Legion, do hereby go on record as being opposed to any additional tax burden being imposed on a country already suffering under too heavy a load and if a bonus means an increase in taxation, then we are opposed to any such action.

OATS ARE THE HIGHEST yielding grain in western parts of southern Norway, because of the cool, damp summers in that locality. The warm, often dry, summers of the interior and eastern parts of Norway are especially conducive to thrifty growth of wheat and rye. The prospects of wheat growing are improving in a number of districts. Rye should be more widely grown because of its high yield in grain and straw.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Can Not Get Materials.

Grain Dealers Journal: We are in the contracting business in Illinois and will say that things are up in the air. I have a contract for an elevator to be built this summer. I have written five different cement companies for bids on the cement to be used, and already I have replies from four of them that they cannot supply me. I have a consignment of iron from Pittsburgh that has been on its way for six weeks. A shipment of machinery has been on its way from Milwaukee for two weeks. The way things look at present there will not be any rush of building in the near future.—A. Bilder.

A Bigger Car of Barley.

Grain Dealers Journal: We have noted with a great deal of interest in the Journal of May 10, the letter written by Thos. Sampson of the Moering Grain Co., Milwaukee, Wis., relative to a very large car of barley and we entirely agree with him that \$3642.19 net proceeds is a very large sum of money to realize on a car of grain.

However, we happened to load, May 19, a car of barley to apply on a sale of ours in Chicago which we think will very near set a record for barley, if it does not actually set the record.

We loaded today car M. C. 80995 containing 113960 pounds of barley or 2374.08 bushels, these weights being Davenport official weights, and are billing same to Chicago, applying on a sale at \$1.86, making the net proceeds on this car, basis Davenport weights, \$4415.96.—Merchants Elevator Co., Horace McCord, Davenport, Ia.

New Basis for Trading in Wheat Futures.

Grain Dealers Journal: The resumption of trading in wheat for future delivery should not be a return to corners and squeezes but should be on a basis that all country dealers can hedge. The Board of Trade price should be the same price as in the country always, plus the freight, etc.

It seems to me the only way to accomplish this is to make stocks in interior elevators deliverable on contract.

This could be accomplished by having the elevators surveyed and occasionally checked up. The owners could give bond to obey the rules of the Board of Trade, and a com'te could figure the correct allowance for freight and commission, etc., to place all houses on the same parity as those at Chicago.

Then if the country dealer put out a hedge and some shark undertook to run a corner the country dealer could simply deliver his warehouse receipts. If the shark undertook to order the grain out the country dealer could be allowed a loading out fee just the same as the big Chicago elevator man gets.—Old Timer.

DIRECT PURCHASES of foreign hard wheat by Italian macaroni manufacturers will be permitted about the middle of the year, when the products are to be for export trade. This will release the manufacturer from the inconvenience of purchasing thru the government as at present. From a cable from the Commercial Attache at Rome, May 17.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CANADA.

St. Johns, N. B.—Grain movement thru local elevators of the Canadian Pacific Railway for the 6 months ending May 1 was 12,004,157 bus., compared with 17,863,766 bus. handled in the corresponding period of 1919. During the same time the Canadian Northern Railway handled 3,241,289 bus. against 1,378,654 bus. the previous year.—B.

ILLINOIS.

West Ridge, Ill., May 12.—We are about cleaned out in this locality.—Z. B. White.

Maroa, Ill., May 13.—Wet roads in this locality have hindered movement into Maroa.—E. Walters.

Maroa, Ill., May 14.—Grain about all out of the farmers' hands in this locality.—Edgar Adams.

Randolph, Ill., May 14.—Not 10% of the grain in farmers' hands in this locality.—Randolph Co-op. Grain Co.

Clinton, Ill., May 13.—About 1/2 of corn is still in the farmers' hands because of our inability to get cars. Only one car in three weeks. Oats about all cleaned up except the small batches left in farmers' hands after planting.—A. A. De Long.

INDIANA.

Goshen, Ind., May 17.—Movement of wheat has been very light. We are offering farmers \$3, but they expect \$3.50 by waiting. Time will tell as to this. Scarcity of cars has made it almost impossible for us to do business. We have had two cars of flour ready to ship to Chicago for the last six weeks. Owing to the embargo we have been unable to fill the order. These strikes are as bad as the war and some way should be devised for putting an end to them.—F. E. C. Hawks, pres., Goshen Milling Co.

IOWA.

Mineola, Ia., May 10.—No grain to buy here, as it is mostly all shipped.—H. F. Kruse.

KANSAS.

Topeka, Kan., May 12.—There were 22,361,190 bus. of wheat of the 1919 crop in farmers' hands and country elevators May 1. This does not include wheat at the interior terminal elevators, Wichita, Hutchinson, Salina, Topeka and Atchison; neither does it include the wheat held in mill-elevators in the state. It is safe to assume that there is at least 26,000,000 bus. of the 1919 wheat crop still remaining in the state. To move this wheat will require 19,500 80-M capacity box cars. There is not even a bare possibility of the Kansas railroads being able to furnish sufficient box car equipment to move the wheat remaining in the state prior to the harvesting of a new crop.—E. J. Smiley, sec'y-treas., Kansas Grain Dealers Ass'n.

MICHIGAN.

Lansing, Mich., May 10.—Based upon reports received from mills and elevators, 584,000 bus. of wheat were marketed in the state during the month of April, or a total of 10,946,000 bus. since Aug. 1, 1919. The amount on farms on March 1 having been estimated at 3,643,000 bus., the subsequent marketings have reduced the holdings to 2,545,000 bus.—Crop Reporting Bureau.

MISSOURI.

Golden City, Mo., May 13.—Movement is pretty slow now. Have been unable to procure cars.—Bert Murray.

OKLAHOMA.

Billings, Okla., May 19.—About 15% of the old crop still left.—A. K. Parlour.

Marlow, Okla., May 18.—About 1-3 of the 1919 corn crop left.—E. J. Shields.

Isabella, Okla., May 20.—We have about 10 cars of wheat on hand.—J. E. Jarvis.

Frederick, Okla., May 18.—Five per cent of grain is still in farmers' hands.—E. O. Billingslea.

Canute, Okla., May 18.—Wheat has all been shipped out. We still have 15 cars of kafir yet to market.—G. E. Harris.

Elk City, Okla., May 20.—From 5 to 10% of the old crop is left.—A. C. Comstock.

Okarche, Okla.—The 4 elevators at our station are full of wheat. Some wheat still in farmers' hands. Our wheat acreage is 100% and condition fine.—C. E. Foster.

Gotebo, Okla., May 19.—Cars are needed very badly at this point. Twenty cars are needed in next 4 weeks to move remainder of 1919 wheat crop and make room for the new movement. Farmers are in predicament for storage space and many of them need money for financing.—C. L. Albright.

OREGON.

Baker, Ore., May 10.—The car shortage is acute. It usually requires a month to get a car.—E. E. Hoge, agent, Tri State Terminal Co.

TEXAS.

Clifton, Tex., May 22.—Wheat is all gone in this locality.—E. Presnall.

Pilot Point, Tex., May 21.—All grain of this section has been marketed.—L. G. Belew.

Canadian, Tex., May 22.—About 20% of the wheat is left in this locality.—J. W. Ricks.

Waxahachie, Tex., May 21.—Not over one car of old wheat to be shipped from this station.—D. H. Thompson.

Lockney, Tex., May 22.—Most of the wheat in this locality is gone.—Burton Thornton, Floyd County Elevator Co.

Pampa, Tex., May 22.—There is still 1/7 of the wheat and 60% of the coarse grain left in this locality.—A. C. Mathews.

Van Alstyne, Tex., May 22.—Not over 15 cars of old corn in the farmers' hands.—J. H. McKinney, Pres., Van Alstyne Roller Mills.

Crowell, Tex.—About 50 cars of last year's wheat still to be shipped. We are getting cars more freely than for a long time.—J. W. Bell.

Claude, Tex., May 21.—Thirty cars old wheat still to be shipped; also about 50 cars kafir and milo maize; cars are hard to get.—A. V. Nelson.

Ecla, Tex., May 21.—The two elevators here have about 24,000 bus. wheat on hand and there is at least 50,000 bus. in farmers' hands. Our station has had four cars this month.—R. T. Abersold.

Exports of Grain Weekly.

[From Atlantic and Gulf Ports, in Bus., 000 Omitted.]

	Wheat.		Corn.		Oats.	
	'19-20.	'18-19.	'19-20.	'18-19.	'19-20.	'18-19.
July 5.....	1,504	539	20	910	693	2,187
July 12.....	3,851	382	23	731	1,617	1,841
July 19.....	3,393	144	93	571	757	2,482
July 26.....	1,112	413	45	103	1,142	2,581
Aug. 2.....	3,067	543	9	219	2,319	2,614
Aug. 9.....	3,651	1,419	74	182	891	1,656
Aug. 16.....	2,620	1,809	44	673	1,584	1,437
Aug. 23.....	4,445	3,504	67	135	2,141	1,438
Aug. 30.....	6,072	2,938	264	253	1,576	1,027
Sept. 6.....	3,848	3,452	118	153	1,474	1,125
Sept. 13.....	7,475	3,739	42	375	1,411	2,356
Sept. 20.....	6,343	4,409	148	145	1,358	3,657
Sept. 27.....	4,690	5,088	29	289	557	2,914
Oct. 4.....	5,917	5,532	33	153	1,422	2,704
Oct. 11.....	2,485	4,078	28	52	1,007	2,439
Oct. 18.....	2,830	4,200	18	38	1,164	4,478
Oct. 25.....	2,920	4,143	9	31	131	5,086
Nov. 1.....	2,458	2,513	10	36	406	2,934
Nov. 8.....	3,856	4,117	23	5	1,017	3,005
Nov. 15.....	5,994	3,471	69	5	593	3,836
Nov. 22.....	4,629	4,005	21	140	957	3,661
Nov. 29.....	3,781	7,560	39	114	108	3,335
Dec. 6.....	6,226	10,900	16	159	877	3,267
Dec. 13.....	3,674	7,740	16	220	904	3,288
Dec. 20.....	4,633	3,674	10	11	540	1,836
Dec. 27.....	2,522	4,765	25	208	159	1,873
Jan. 3.....	5,161	3,600	46	61	394	2,198
Jan. 10.....	4,554	4,404	62	104	306	3,206
Jan. 17.....	3,650	5,013	106	119	155	3,100
Jan. 24.....	1,980	3,661	188	113	380	3,155
Jan. 31.....	1,992	1,884	84	28	731	558
Feb. 7.....	1,374	2,947	234	418	643	840
Feb. 14.....	2,018	5,654	207	120	926	1,315
Feb. 21.....	1,932	3,209	138	37	125	1,298
Feb. 28.....	867	3,914	145	109	382	351
Mar. 6.....	2,324	1,543	368	59	269	1,261
Mar. 13.....	2,107	2,152	50	17	488	479
Mar. 20.....	1,644	3,846	43	253	163	1,022
Mar. 27.....	2,613	6,278	154	11	385	741
Apr. 3.....	2,329	5,172	37	132	1,048	176
Apr. 10.....	1,616	5,765	116	87	873	634
Apr. 17.....	2,306	6,326	106	24	561	357
Apr. 24.....	1,242	7,401	149	62	154	487
May 1.....	1,127	5,865	98	53	108	778
May 8.....	1,514	7,512	36	113	39	937
May 15.....	2,134	7,984	53	57	37	929
May 22.....	3,425	4,144	29	146	70	1,816

Total since July 1. 152,251 194,367 3,742 8,034 35,040 94,715

Indicted for Shipping Uninspected Corn.

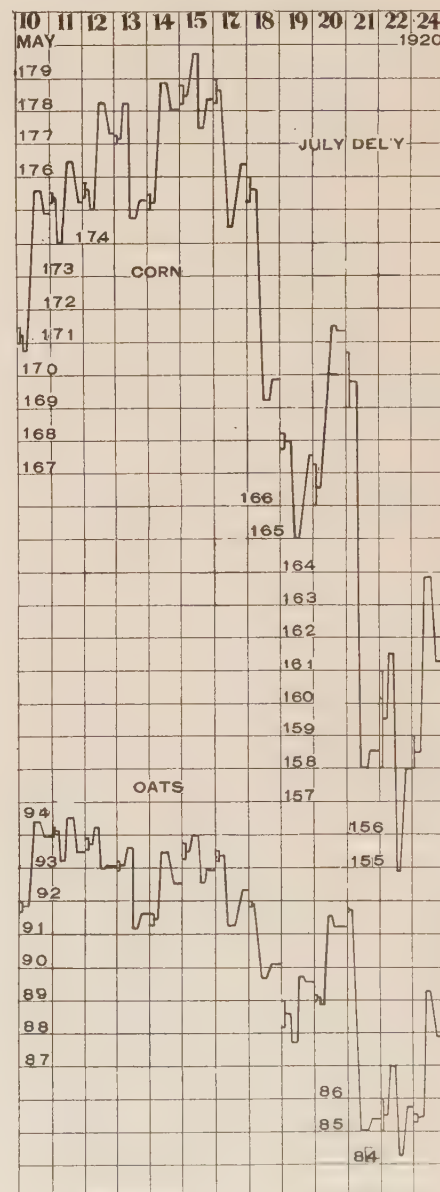
Paul Kuhn, of Terre Haute, Ind., who was recently indicted by the United States Grand Jury in Indianapolis on a charge of shipping grain in interstate commerce without submitting it to federal inspection, surrendered in Indianapolis to Mark Storen, United States marshal, on May 14. The preceding week, William Dorgan, an employee of Mr. Kuhn, was arrested on a similar charge.

Mr. Kuhn owns several grain elevators, having his grain supply headquarters at Terre Haute. The indictment, in twenty-seven counts, makes the specific charge that he shipped corn without government inspection of the same. Mr. Kuhn gave a bond of \$1,000.

HAWAII.—Rice shipments to the U. S. during March dropped to 16,000 lbs. compared with shipments last March of 156,000 lbs.

Chicago Futures

Opening, high, low and close on corn and oats for the July delivery at Chicago for two weeks past are given on the chart herewith.



Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

ARIZONA.

Phoenix, Ariz., May 10.—Because of the extremely high price of cotton most farmers have abandoned their grain and alfalfa acreage.—W. J. Studer.

CALIFORNIA.

Riverside, Cal., May 18.—Barley crop now being harvested. Fair to good yield of medium weight grain. Wheat is poor.—J. E. Winship & Sons.

COLORADO.

Peetz, Colo., May 10.—Prospects are good for a bumper crop.—Geo. Drescher, mgr., Peetz Farmers Co-op. Co.

IDAHO.

Boise, Ida., May 15.—Winter wheat acreage below normal. Quite an acreage was winter killed in this locality. Spring wheat is normal, but backward on account of the late season.—Robt. W. Young, mgr., Boise Mill & Elevator Co.

ILLINOIS.

West Ridge, Ill., May 12.—Crops look good in this locality.—Z. B. White.

Clinton, Ill., May 13.—Recent rain fine for oats. Considerable corn has been planted.—A. A. Delong.

Maroa, Ill., May 13.—Crops were two weeks behind. The recent 4-inch rain has put them back a week more.—McGuire & Wright.

Troy Grove, Ill., May 12.—Oats are not very good. Started corn planting about May 8. The decreased oat acreage probably will be sown to corn.—W. H. Marks.

Dalton City, Ill., May 12.—Have started to plant corn. Prospects medium for oats and wheat. Corn prospects good. All planting late on account of wet weather.—J. H. Uppendahl.

Maroa, Ill., May 13.—Fly infection last fall has left some poor patches of wheat. Rain of May 11 and 12 has made it impossible for farmers to work ground. Very little planted.—Edgar Adams.

Springfield, Ill., May 19.—Rainfall was excessive over most portions of the state. The planting and sowing of corn has been greatly delayed. Condition of oats, meadows, pastures, winter and spring wheat is satisfactory, but they have made little growth.—Clarence J. Root, meteorologist, U. S. Dept. of Agri.

INDIANA.

Galveston, Ind., May 22.—Wheat is poor, oats fair, and corn is just being planted.—Garrison Bros.

Ft. Wayne, Ind., May 20.—Oats acreage will be increased in this locality, but there are a great many acres that cannot be worked on account of the shortage of labor.—Kraus & Apfelbaum, Seed Dealers.

Goshen, Ind., May 17.—Spring has been backward. Farmers are complaining bitterly because they are so far behind in their work. They ignored advice given last fall by Purdue University, sowed their wheat too early and now have considerable damage from Hessian fly. It often happens tho, that when farmers do sow late that wheat does not get a good growth before winter sets in. Fields have many bad spots. Wheat is usually the best crop in this locality, but this year we shall do well if we get half a crop. Farmers are busy trying to sow their oats, but none are up that we know of. Very little plowing has been done for corn.—F. E. C. Hawks, pres., Goshen Milling Co.

IOWA.

Pocahontas, Ia., May 24.—Farmers are thru planting and will start plowing this week. Oats are looking fine.—R. H. Patterson, sec'y-treas., Pocahontas Grain Co.

Chicago, Ill., May 22.—Northern Iowa behind in corn planting account wet weather. Oats look good. The ground is now in good shape for corn in the southwestern section of the state. In northwestern Iowa oats and wheat are late, but are coming along nicely.—American Steel & Wire Co.

Des Moines, Ia., May 18.—There are some reports of corn rotting in the cold, wet seed bed. Practically no corn is up yet. Much plowing remains to be done, and in the south-central district on many farms not a furrow has been turned. Not more than 30% of the corn has been planted, as compared with 40% on the 15th last year.—C. F. Marvin, U. S. Dept. of Agri.

KANSAS.

New Salem, Kan., May 18.—Wheat is looking fine, but is thin on the ground. Oats are exceedingly good, corn is backward on account of cool weather, and old wheat is being marketed freely. About 10% is left in the farmers' hands.—Coffey Bros. Grain Co.

Topeka, Kan., May 12.—The following report is made up from reports received from elevator owners and operators, bankers and millers thruout the state. Of the total acreage of wheat sown, 1,075,640 acres have been abandoned, leaving standing for harvest, 7,516,194 acres on May 1, showing a general average condition of 78.3 based on 100%. If we have a sufficient rainfall during June, a large proportion of the volunteer growth in the western part of the state will probably make a fair crop.—E. J. Smiley, sec'y-treas., Kansas Grain Dealers Ass'n.

Topeka, Kan., May 20.—Based on conditions May 15th growers estimate a yield of 110,000 bus. of winter wheat in Kansas, or an average yield per acre of 14.5 bus. on the 7,603,880 acres of growing wheat. The picture wheat fields present, while immensely pleasing to the eye, may easily prove misleading as the unusual growth of stalk may be produced at the expense of the grain, a not uncommon experience. Only 67% of the corn was planted on May 15. What corn is up is badly in need of sunshine. It is estimated that there will be 4,761,573 acres planted to corn, the smallest acreage since 1884 (excepting 1915). Oats acreage is 1,736,128 acres, compared with 1,552,191 acres a year ago. Barley is reported good. Acreage is about the same as in 1919.—Kansas State Board of Agri.

MICHIGAN.

Iron Mountain, Mich.—Grain acreage will be increased this year because of the recent erection of the Felch Mill at this point.—E. E. C.

Lansing, Mich., May 10.—Reduced acreage of the principal crops is to be harvested this year, according to all information available now. The backward spring has hindered plowing and seeding. Only 41% of the plowing had been finished May 1, compared with 52% last year; and 23% of the planting, as compared with 37% last year. On April 1 wheat was in a generally satisfactory condition except for the damage done by Hessian fly in southern counties last fall. Weather during April proved unfavorable, and the condition dropped 6% during the month to 80% of normal. This is only 1% below the 10-year average, but 18% lower than on May 1 last year. The abandonment is estimated at 7%; last year it was only 1%. Rye suffered from adverse weather during April. Condition was 89%, a loss of 3% during the month. This is 8% lower than on May 1 last year, but is 1% better than the 10-year average. There will be no abandonment, and acreage remains same as previously estimated, 810,000 acres. This is nearly double the acreage planted during the past 15 years, but 10% less than last year's harvest. Present condition forecasts a crop of 12,111,000 bus.—Buro of Crop Estimates.

Lansing, Mich., May 14.—Of the farms of the state 8.74% are wholly idle this year, an area of approximately 1,668,000 acres, equal to about five ordinary counties. The total number of men and boys over 15 years of age on the farms in the state is 230,000, or 62.5 acres to be worked by each man or boy. A large percentage of men on farms past fifty years of age and without help. The average size of farms is 91.5 acres, and there are but 11 men and boys to each ten farms, or but one man or boy to each 82.5 acres, with many of these unable to do a full man's work. There are 30,000 vacant houses on farms, 10,000 of which have been vacated within the last year. Of the 276,000 men on farms three years ago, 46,000 have since left; 20,000 of them the past year. This unprecedented exodus from farms indicates that city and industrial life has become more profitable and satisfactory than farm life. A recent preliminary survey conducted by the State Farm Buro shows similar and comparable results, and that there would be a decrease of 15.8% in the acreage of cultivated crops this

year as a result.—Mich. Crop Reporting Service.

MINNESOTA.

Waldorf, Minn., May 17.—Wheat in good condition. Oats coming very well. Very little barley sown. Corn is being planted today. Some farmers are all thru with planting. Ground has been in excellent condition but a little too cold for good corn growing. Much work was accomplished the week of May 9 because of the clear, dry weather that prevailed.—Myron Woodhall, secy, Farmers Co-op. Elevator Co.

Minneapolis, Minn., May 19.—After a late start the crops in the northwest are apparently making good headway. Owing to the labor shortage and lateness of the season, reduction of wheat acreage will be greater than at first estimated. Present estimate indicates 25% less wheat this year in the four northwestern states, a large percentage of which will go to other grains.—Van Dusen Harrington Co.

MISSOURI.

Deepwater, Mo., May 13.—Wheat acreage is only 50% of last year in this section.—H. Halphen.

Sarcoxis, Mo., May 12.—Wheat will only be one-half crop this year in our section.—G. A. Boyd.

Joplin, Mo., May 13.—Oats are not making a good showing. Wheat is fair, with only 60% of last year's acreage. Corn crop will make a good showing.—J. W. Boyd.

Dunlap, Mo., May 11.—Farmers are busy plowing for corn. Little corn has been planted because of the wet weather. We have had almost continuous rain for the last six weeks. Some farmers have not got their oats sowed. Production of all crops will be greatly decreased, due to the high cost of labor, uncertainty of prices and bad weather.—Stanley Walker.

Jefferson City, Mo., May 14.—Missouri crops are from three to four weeks late, wheat showing but little improvement during the past month. Acreage of abandoned wheat is 232,200 acres. Condition of oats is 80% of normal. Spring plowing is but 45% completed. The forecast of Missouri winter wheat is 29,937,000 bus., on 2,348,000 acres, against 57,699,000 bus. on 4,274,000 acres last year. During April, Missouri wheat made little progress because of cool weather and little sunshine. Condition is 75% against 70% April 1, and 26 points below last May. May condition of 75% indicates yield of 12½ bus. against a final yield of 13½ bus. in 1919. Overflows, severe winds, Hessian fly and chinch bugs have all taken their toll in certain areas. Fertilized wheat land shows the better promise. The abandoned acreage of 9%, or 232,200, is much larger than for several years, principally in west, southwest and a few north central counties. Spring wheat is sown on small acreage. Rye condition is 85% and indicates 13 bus. per acre on about four-fifths of last year's acreage. Missouri oats acreage increased 2% over last year, but not up to expectations due to conditions during March and April, resulting in reduced acreage in northern section, while in south seeding has been more fully up to expectations. Much is needed as nurse crop for grass. Condition is 80%. Spring seeding was 43% finished compared to 62 last May. In the west and southwest 75 to 95% of corn is planted; in east and southeast 25 to 50%; in northern and central from nothing to 40% is plowed. Corn planting in full swing, with prospects for planting heavily during next ten to fifteen days.—F. A. Logan and Jewell Mayes, Buro of Crop Estimates, U. S. Dept. of Agri. and Missouri State Board of Agri.

MONTANA.

Belgrade, Mont., May 10.—Winter wheat condition about 50%. Farmers are just beginning their spring work.—Gallatin Valley Milling Co.

NEBRASKA.

Omaha, Nebr., May 10.—Corn is fifteen days late and acreage will only be 65% of last year. Hay is scarce, 150 cars moved from Omaha to Wisconsin points recently.—T. Reynolds.

Chicago, Ill., May 22.—Nebraska farm work behind schedule. Many farmers unable to pay the wages demanded by farm workers. Weather has been too wet for corn in all parts of the state. Western part of state will have an increased corn acreage this year, a light crop of oats, a smaller total acreage of crops than last year, and at present has a good winter wheat crop. Oats and wheat acreage short in northwestern section of state.—American Steel & Wire Co.

NEW MEXICO.

Anthony, N. M., May 10.—Alfalfa badly damaged by late spring and considerable cotton is being sown in its place.—Southern New Mexico Farmers Ass'n.

OKLAHOMA.

Isabella, Okla., May 20.—Condition of wheat 75%.—J. E. Jarvis.

Snyder, Okla., May 19.—Crop good in this locality.—J. J. Wallace.

Billings, Okla., May 19.—Wheat acreage about 85% of last year.—A. K. Farlour.

Elk City, Okla., May 20.—Crop looks good. Wheat is 90% of normal.—A. C. Comstock.

Carmen, Okla., May 18.—Wheat acreage is 85% of last year; condition is 85%.—C. H. Cox.

Frederick, Okla., May 18.—Wheat acreage is 40% of last year; condition is 90%.—E. O. Billingslea.

Norman, Okla., May 15.—Wheat acreage in this section will be 60% of last year.—S. G. Ambrister.

El Reno, Okla., May 16.—Wheat acreage in this section is only 65% of last year's crop.—C. F. Greenwood.

Marlow, Okla., May 19.—Wheat acreage about half of last year. Oats acreage has increased 25%.—E. J. Shields.

Leedy, Okla., May 15.—Wheat is looking good in this section but the crop will be only 60% of last year.—S. F. White.

Clinton, Okla., May 19.—Wheat acreage Clinton and Washta Counties 90% of last year; condition 85%.—R. E. Nelson.

Lamont, Okla., May 19.—Wheat acreage 90% of last year. Condition 95%. Oats acreage 20% of last year. Condition 85%.—H. F. Idike.

Moorewood, Okla., May 16.—Wheat is showing better quality than last year but the acreage is only 60% of last crop.—W. E. Britton.

Nowata, Okla., May 18.—Wheat acreage is 25% while oats acreage is 110% of the 1919 acreage. Condition of wheat is 75%.—A. D. Young.

Durant, Okla., May 19.—Wheat acreage 25% of last year, condition 75%; oats acreage 90%, condition 100%; corn acreage 85%, condition 75%.—T. F. Gwaltney.

Gotebo, Okla., May 19.—Prospects for new crop are good. There will be a possible reduction of 15% from last year's acreage, but the quality will be better.—C. L. Albright.

Oklahoma City, Okla., May 20.—Altho the acreage is materially below that of last year, the quality of the wheat crop of Oklahoma will be much better than for several seasons past.—State Seed Co.

Anadarko, Okla., May 16.—Wheat acreage is only 20% of last year's crop, but the corn crop will be double that of last year.—Dan Vollmer.

Arapaho, Okla., May 19.—Wheat acreage is 80%, condition 105%. Rye acreage is 100%, condition 100%. Barley acreage 100%, acreage 80%. Oats acreage 50%, acreage 85%.—W. M. Black.

Canute, Okla., May 19.—We will have a large acreage of corn and about 60% of the wheat acreage we had last year. Condition of wheat is 100%. We will have as much wheat as we had last year.—G. E. Harris.

Oklahoma City, Okla., May 1.—Wheat shows a substantial improvement in condition over the estimate of April 1. Condition of crop at 77% forecasts 27,000,000 bus. after allowing for an abandoned acreage of 13%, or 300,000 acres. Average yearly wheat production for the last 10 years is 30,972,000 bus., indicating that the 1920 crop will be somewhat less than this average. The acreage harvested this year will be

smaller than any since 1913 when 1,750,000 acres were cut for grain. Winds in March and April were unusually harmful because of the high velocities. The condition of rye is reported at 80%. As with wheat, the crop suffered considerably in the western counties from the effects of the high winds in the areas of deficient rainfall and sandy soils.—Crop Reporting Service, H. H. Schults, field agt.

OREGON.

Baker, Ore., May 10.—Crop conditions are the best in four years. Hay crop will be a record breaker.—E. E. Hoge, agent, Tri State Terminal Co.

Haines, Ore., May 17.—In February the outlook for a crop was very poor, but now things could not look much better. There is plenty of snow in the mountains to furnish us water. Besides we have had several good rains.—Leo L. Ratliff, Tri-State Ter. Co.

SOUTH DAKOTA.

Aberdeen, S. D., May 18.—Wheat fields look good. Wheat acreage 20% less than 1919. Season is about ten days late in this locality.—Aberdeen Farmers Equity Exchange.

Pierre, S. D., May 19.—Considerable damage to the growing crops has been caused by the recent cloudburst in this locality. Rivers have overflowed their banks and considerable land is under water.—Van Dusen-Harrington Co.

TEXAS.

Clifton, Tex., May 22.—Wheat is 70% normal. Oats not in very good condition.—E. Presnall.

Floydada, Tex., May 22.—Good crops last year. Prospects good this year. Old crop is gone.—L. A. Marshall.

Farmersville, Tex., May 22.—Oats acreage is 75% that of last year. Last year's yield was 50%.—W. G. Rike.

Lockney, Tex., May 22.—We will have nearly a normal crop in this locality.—Burton Thornton, Floyd County Elevator Co.

Claude, Tex., May 21.—Wheat acreage 90% of last year; condition 70%; oats acreage 125%; condition 40% of last year.—A. V. Nelson.

Bartlett, Tex., May 21.—Wheat acreage 30% condition 50%; oats acreage 40%; condition 50%; Corn acreage 10%; condition 75%.—Ed. Lawrence, Lawrence Bros.

McKinney, Tex., May 21.—Wheat acreage 35% of average; condition 75%. Oats acreage 100%; condition 50%; corn acreage 75%; condition 65%. Too much rain.—Geo. Reinhart.

Margaret, Tex., May 21.—Wheat acreage is about 60% of last year; condition 75%. We will have an increased acreage of oats and cotton. Corn acreage small.—J. L. Hunter.

Ecla, Tex., May 21.—Our wheat acreage will be about 80% of 1919; the condition is not over 40%. Our prospects for oats, barley and milo is about the same as last year.—R. T. Abersold.

Itasca, Tex., May 21.—Wheat acreage reduced 80%; condition good; oats acreage 60% less than last year; condition 60%. Corn acreage 125; condition 75%.—C. E. Eiser.

Pilot Point, Tex., May 21.—Wheat acreage 10% of an average; condition 75%. Oats acreage 115% of last year; condition 35%. Corn acreage 100% of last year; condition 75%. Too much rain.—L. G. Belew.

Van Alstyne, Tex., May 22.—Wheat acreage 10% of last year; condition 20%. Oats acreage 75% of last year; condition 75%.—J. H. McKinney, Pres., Van Alstyne Roller Mills.

McGregor, Tex., May 22.—Wheat acreage is 75% of average; condition 90%. Oats acreage 110% of average; condition 90%.—J. L. Bloodworth, mgr., Farmers Mill.

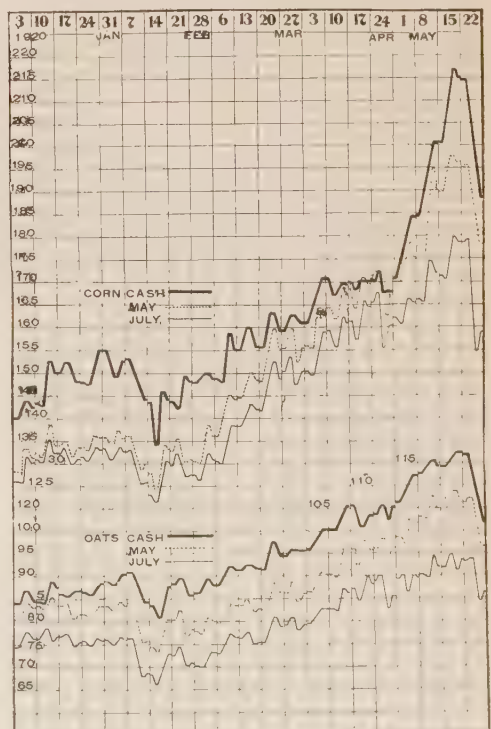
CANADIAN MILLERS are wearing long faces. Canadian mills are practically at a standstill due to lack of export demand for flour. Europe needs wheat but she is economizing by making her own flour and getting the bran and middlings for feed. In her present financial condition she has to save all she can. Millers have sent representatives to the Canadian government to discuss the export flour trade. The oriental market is about the only one available at present. The government expects to abolish the wheat board but millers desire some kind of national marketing. Canada is sowing a reduced acreage but she may raise a fair crop if weather is favorable. Her bread and seed wants are less than 75 millions. Crop past five years averaged 255 millions which was larger than before the war. Only twenty millions of her crop is winter wheat raised almost entirely in Ontario.—C. A. King & Co.

ACCORDING TO THE STATEMENT of a New York exporter, the problem of financing export business is becoming very serious and appears to be a growing menace against new business. Banks have refused to do any further financing for some interests in the export grain trade, and these interests have been making efforts to obtain finances thru private sources. So far, their efforts have been without result, for the reason that all leading business houses are facing the same situation and need all the cash that is available for their own business. In some cases, it is reported, exporters have been forced to liquidate cash grains because of the financial condition.

AN EASTERN SHORE product trucker at Mobile, Ala., dumped his cargo of beans into Mobile Bay, on May 20, rather than sell them to local produce men at 60 cents a bushel. At the local warehouses beans are selling for \$1.60 per bushel in carload lots.

Cash Corn and Oats Fluctuations from Dec. 29 to May 22.

Opening, high, low and closing average prices of No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each day a few cents above or below the extreme charted. The May and July futures are shown by dotted and light lines for comparison.



Daily Closing Prices.

The daily closing prices for oats and corn for May delivery at the following markets for the past two weeks have been as follows:

	JULY OATS.											
	May 10.	May 11.	May 12.	May 13.	May 14.	May 15.	May 16.	May 17.	May 18.	May 19.	May 20.	May 21.
Chicago	93 3/4	93 1/2	93	91 1/2	92 1/2	92 1/2	92 1/2	90	89 1/2	91 1/8	85	85 3/4
Minneapolis	90 1/4	89 3/4	89	87 3/4	88 1/2	88 3/4	88 3/4	86	85	86 1/2	81 3/4	82 1/2
St. Louis	96 3/4	96 3/4	97	95 1/2	96 1/2	96 1/2	96	95	94 1/2	91 1/4	89	88
Kansas City	93 3/4	93 3/4	93 1/4	91 1/4	92 1/2	92 1/2	90 1/4	89 1/2	91	86 3/4	86 1/2	88
Milwaukee	93 3/4	93 3/4	93 3/4	91 3/4	92 3/4	93	92 3/4	90 1/4	89 3/4	91 1/4	86	85 3/4
Winnipeg	108 3/4	108 3/4	108 3/4	107 3/4	108 3/4	109 3/4	109 3/4	108	107 1/2	109 1/2	107 1/2	107 1/2
	JULY CORN.											
	May 10.	May 11.	May 12.	May 13.	May 14.	May 15.	May 16.	May 17.	May 18.	May 19.	May 20.	May 21.
Chicago	174 1/4	175 1/4	177 1/4	175 1/4	177 1/4	178 1/4	176 3/4	169 3/4	167 1/2	171 1/4	158	157 1/2
St. Louis	177	177 1/4	179 3/4	177 3/4	180 1/2	181	179 3/4	173 3/4	171	174 1/2	162 1/2	162 1/2
Kansas City	170 3/4	170 3/4	171 3/4	170 3/4	173 3/4	174 3/4	172 3/4	166 3/4	164	167 3/4	156 3/4	154 1/2
Milwaukee	174 1/4	175 1/4	177 3/4	175 3/4	178	178 3/4	176 3/4	169 3/4	167 3/4	171 3/4	160	158 3/4

Texas Dealers Meet at Galveston

The 23rd annual convention of the Texas Grain Dealers Ass'n, the best attended meeting ever held by the ass'n, convened in Hotel Galvez, Galveston, Friday, May 21, the first session being called to order by Pres. B. E. Clement, of Waco, at 11:15 a. m.

After the invocation by the Rev. D. B. Titus, of Galveston, the address of welcome was delivered by Mayor H. O. Sappington. He said that Galveston appreciates the coming of the grain dealers, and in referring to the convention city he described it as the first port of the world in the handling of cotton, and the second in wheat handling. Touching upon the periods of congestion that have sometimes occurred, he characterized these as of no special discredit to the Port.

John E. Bishop, of Houston, vice-pres. of the ass'n, responded to the address of welcome.

Pres. Clement read his annual address, from which we take the following:

President's Address.

For over twenty years, the grain dealers of this state have been meeting in annual convention. It is a genuine pleasure and of practical benefit to come together annually to renew our friendships, win new ones, iron out differences and legislate such rules for our guidance as each passing year shows to be needful and wise.

During all the years of existence of this organization, you have selected more or less capable officers, every one of whom has given the association the benefit of his best efforts, serving with loyalty and zeal, striving for your interests and seeking to promote your weal. And speaking out of the fullness of my own experience I can say that there is a splendid satisfaction in serving you, due to two causes.

First, the cordial cooperation received from the Executive Committee and the encouragement and approbation of the membership.

Second, from the fact that in serving the grain dealers of this state we serve, as I stated in my address last year, no selfish or exclusive purpose. In other words, our good is not inimical to the common good. What we claim for ourselves we would not deny to others.

And while speaking of the services of our officers, let me not fail to give due and special mention to the services of our secretary, who for more than twenty years has served this ass'n, and I am going to say candidly, without compensation commensurate with his ability or the magnitude of his duties. Throughout all these years, he has served you loyally and faithfully, collectively and individually, for I am sure there is not a member of this ass'n who has not asked some personal service of the sec'y, and I am equally as sure, when you ask it you receive it.

Recognizing our secretary's untiring zeal, his invaluable services and knowing the long number of years he has devoted to your interests and mine, a few months ago I conceived the idea that it would be graceful and fitting for our association to give him a substantial testimonial of our gratitude and affection. I brought the matter to the attention of the Executive Com'tee who, with one accord, approved and contributed to the proposition and authorized me to bring the matter to the attention of our membership. I did so. From all over this great state came letters of commendation of his services and contributions for the testimonial. Your Executive Com'tee, therefore, presented him, in your behalf, a beautiful table silver service which will be of practical use to Mr. and Mrs. Dorsey during the remainder of their lives and go down to his family as a reminder of the value of his services and the appreciation thereof by his friends. To me, gratitude is one of the noblest attributes of the human character. It isn't worth much if it is not within your bosom. It is most valuable when expressed. Your secretary knows you possess that quality and this knowledge will lighten his work and give him sweet and comforting satisfaction the remaining days of his life.

District Meetings.—The one innovation inaugurated by our ass'n is the district meetings. This last year the meetings were held at San Antonio, Waco, Fort Worth, Sherman, Amarillo and Abilene. Your President only attended one—that of the Waco district. I can testify to the importance of these district meetings. I can also testify to the wisdom of them. We have local problems to solve, which, while of great importance in the local situation, are of prac-

tically no importance to the trade as a whole, and therefore the impracticability of considering them in our annual conventions. These local, or district, meetings enable the dealers to form a warmer personal friendship and a closer understanding. We can, through them, come to a better knowledge of the others' needs and thereby work in better accord for accomplishing the desires of all. Our Secretary attended all the meetings and reported at that time the attendance, the almost unanimous approval of the idea as well as the practical value of holding such meetings. Mr. Dorsey secured from the supervising department of the Grain Inspection Bureau the services of an expert who gave demonstrations at each of these district meetings.

The demonstrations were of incalculable value to the trade, particularly at that time, since our crops of wheat and oats were just beginning to move and the grade being badly affected by adverse weather conditions, all of us were more or less ignorant of the proper application of the grain inspection rules. These were illustrated and elucidated for us by the expert in charge of the demonstrations. As a result there was a saving of many thousands of dollars to the grain dealers who attended these meetings and availed themselves of this service. In the light of our experience with these initial district meetings, which have so clearly demonstrated their value, let me urge upon the association a continuance of them.

The Oat Rate Difficulty.—One of the most aggravating and manifestly unjust conditions that has ever arisen in the grain business was the publication and withdrawal on its effective date of supplement to tariff No. 23 Q, carrying rates to the southeast. The supplement, which was an interpretation of the general order raising the grain rate, was published and disseminated nearly a month prior to its effective date. In the interim sales, based on the rates as outlined in said supplement aggregated many hundreds of thousands of bushels. The withdrawal of this supplement on its effective date precipitated unwarranted and unjustifiable losses on the grain trade of this state. My own conviction is that everyone who sustained losses by making sales after the publication of that supplement and before its withdrawal can easily recover those losses by bringing action against the carrier. Prior to the publication of this supplement, our sec'y had taken up with the Southwestern Rate authorities the matter of a proper rate effective on shipments from Texas to the southeast and they had agreed that a six cents advance on the through rates was the proper rate to be applied. This information was conveyed by the Sec'y's office to the membership of our ass'n and no doubt claims for losses sustained even prior to the publication of the supplement which was withdrawn can be recovered.

The officers of your ass'n sent our Sec'y to Washington and he enlisted the assistance of the Fort Worth Freight Bureau. He also enlisted the active assistance of Senator Sheppard and Congressman Fritz Lanham and a number of other Texas Congressmen who secured a hearing before the traffic department of the United States Railroad Administration, who were, at that time, functioning in rate matters instead of the Interstate Commerce Commission. They gave no relief. The withdrawal of the supplement stood and still stands. This was an interstate matter, and as in all interstate rate cases comes under the jurisdiction of the Interstate Commerce Commission, but at that time was under the jurisdiction of the United States Railroad Administration by reason of the war. There is a disposition on the part of some people, and on the part of all railroads, to divest our intra-state railway commissions of their powers and transfer them to the Interstate Commerce Commission at Washington.

The palpable injustice of the oat rate case should admonish us to do all in our power to keep as near home as possible the supervising power of rate making.

Centralized power in rate making is as dangerous to our financial and business interests as centralized power in law making and enforcement is to our liberties. The great movement is on for centralization. This comes about not so much because the people want to jeopardize their liberties but because of the tendency to shift their responsibilities. They fail to take cognizance of the fact that the one is wrapped up in and an inseparable part of the other.

Ships for Galveston.—Another and important service rendered by the association to its membership, and I may say wholly thro the efforts of the Sec'y, was the securing of ships for a liquid movement of wheat through Galveston. As the movement progressed it became evident that congestion was inevitable unless ships were supplied. Our sec'y was the very first to raise the danger signal and sent out an S. O. S. Mr. Barnes invited him to "shut up," charging him with propaganda. This word propaganda had

become an evil one during the war, but Mr. Barnes forgot that it was a noun and not an adjective; that there was good and bad propaganda.

Our sec'y interested the assistance of the Congressman from Texas and that of Senator Sheppard and such pressure was brought to bear on the Grain Corporation that as many as eight ships were diverted in one day to Galveston and many more ships were diverted here, thus enabling the elevators here to discharge ten million bushels of wheat in less than 60 days, saving many thousands of dollars to the grain dealers and farmers of this state.

The Galveston Chamber of Commerce, West Texas Chamber of Commerce, the Texas Chamber of Commerce all joined in this effort after it was started and their assistance contributed of course, to the accomplishment of the great task of moving the wheat thru Galveston. These bodies secured a hearing by the shipping board at Washington, where the representatives of the Galveston Chamber of Commerce, Mr. Cullinan, Pres't of the Texas Chamber of Commerce, and Mr. Kell made such a powerful presentation of the shipping needs of Galveston that there has not again occurred here any congestion as a result of inadequate or unequal division of ships.

Membership.—Our membership has gone over the four hundred mark. There has been no booster campaign. The individual membership has entered into no contest to increase the membership. This work has been done almost exclusively by the Secretary's office, and to the Secretary and his efficient and capable assistant is due the praise for this splendid increase in membership. Our organization is rendering such commendable service to its membership that it is easier to obtain members for it now than ever before. There are many voluntary applications. One of our new members, Mr. Ratcliff, of Fort Worth, on entering business voluntarily applied for membership and I am told by the Sec'y gave his check No. 1 in payment of the membership fee.

Wheat Loss.—Gentlemen of the convention, last year I introduced here a resolution calling upon our government to reimburse those who lost by reason of the government's price fixing policy respecting wheat in 1917. That resolution was unanimously adopted and I was commissioned and charged with the responsibility by this association to select a com'tee of seven for the purpose of assembling the claims of those who sustained those losses and presenting them to the Congress of the United States. Pursuant thereto I selected the Com'tee composed of our secretary, Mr. Dorsey, Mr. E. W. Crouch, Mr. F. I. White, Mr. J. D. Hunter, Mr. J. T. Stark and Mr. Dick O'Bannon. Each and every one of that committee have rendered you loyal and valuable service. Their counsel advice and assistance have been of inestimable value to the chairman.

We have compiled about three-quarters of a million dollars of claims. We have enlisted the cooperation of Oklahoma, Kansas, Missouri and Illinois. At a conference of the representatives of these states, I was selected chairman of the joint com'tee.

The total amount of losses sustained in the five states, so far compiled aggregates nearly three millions of dollars. We expect by the time all the grain dealers' losses are in, the total will aggregate five million. We believe that in presenting your claims to congress if we could go there armed with an indorsement by the Grain Corporation of the proposition that these losses should be paid by the government, that such indorsement would have weight and influence. Accordingly the joint committee journeyed to New York, having previously arranged an engagement with Mr. Barnes. There we laid your case before him. He listened patiently and then told us politely that he would not endorse the proposition; that the grain dealers ought to have known that the price of wheat was going to be fixed and when we called his attention to the statement of Mr. Hoover, his chief, on and as late as July 10, 1917, that "there is no intention on the part of the Food Administration to fix the price of wheat nor is it expected there will be any such power," he intimated that we ought not to believe them.

We went down to Washington. Mr. Metcalf and Mr. Wayne, members of the joint committee from Illinois had preceded the balance of the committee. When we got to Washington they had already arranged for the hearing before the Agricultural Committee of the House of Representatives. We found when we had our hearing before this committee that the fact that we had no indorsement from Mr. Barnes was no handicap. The members of the committee did not hesitate to tell us so. Every member of the Agricultural Committee expressed himself as favorable to the protection of the losses sustained by all owners of wheat. One of the Republican members of that committee, Mr. Tinchier, of Kansas, volunteered to introduce a bill giving protection to those who sustained the losses. We were not authorized to represent the farmers, but we recognized the justice of his protection and told the committee that the fixing of the price of wheat at less than its market value was indefensible. House Bill No. 13481 for our protection was introduced by Congressman Tinchier and Senate Bill No. 4196 was introduced by Senator Capper of Kansas. We ought to be able to secure the passage of this bill at the next session of Congress. We

will be able to do so if we can get the co-operation of the membership of this and other state ass'ns and that of the farming interests, and the assistance of the grain journals. If every member of our ass'n will, whether he lost or not, write your Congressman and our Senators from Texas, urging their attention to this bill you will have great weight with them. If the journals will give their editorial support, not grudgingly but generously and continuously, they can render no more valuable service to their constituency.

At the invitation of the Illinois, Missouri and Oklahoma Grain Dealers' Associations, I have the last few days addressed their annual conventions, presenting as best I could the cause of the grain dealers. Each convention unanimously adopted appropriate resolutions endorsing the justice of your claims and calling upon the Congress of the United States to pass the bill already introduced for that purpose.

Two ex-presidents of the National, Mr. Metcalf and Mr. Wayne, are members of our com'te and their experience and prestige as ex-National officers is of incalculable value to us. Just here let me speak a word of counsel relative to the Grain Dealers' National Ass'n. I feel confident that you will agree with me that there should be a Grain Dealers' National organization. If there is a national organization, it seems to me that it is fundamental that the state ass'ns should be affiliated with it. Of course there should be individual memberships in the National but on the other hand, since the State organizations represent the power and the influence of the whole membership of the state organization and since, in the nature of things it would not be likely that all grain dealers in each and every state would become members of the National it is only by affiliation of the state organizations with the National that the National can assume to speak for all grain dealers. There are so many matters pertaining to the grain business that affect the grain dealers of the entire country that it is necessary to have a National Ass'n to look after the interests of the trade as a whole.

War measures are not, should not be, peace measures. The military and civil trappings of war must and ought to be dissolved and dissipated. They have no proper place in free government. Some of these trappings are autocratic, some socialistic. All abominable to a free people in peace. During the war, those in authority spoke, and those under authority heard and heeded. The tendency, therefore, was for official power to become arrogant and autocratic on one hand and paternal or socialistic on the other. You easily discern this spirit of force when one class speaks of the authority of the government, thinking in terms of themselves. You readily identify the other when they speak of what the government is or ought to be doing for the people. This class also thinking in terms of themselves. The autocrat thinks he is the fellow to rule you, the socialist knows he is the fellow to take care of you. These two classes have multiplied into unnumbered thousands during the past three years.

They cannot justify their existence unless they can convince you that you are so weak you need their strength to protect you or that you are so foolish that you need their superior wisdom to save you. This is the whole tendency of the times. The tendency must be extirpated, root and branch, or our commercial and political degeneracy is as certain as death. We must accept our responsibilities. We must not shirk nor shift them. We must demand that we be permitted to assume them again, and tell those, who for various reasons, have been willing to act for us in the past, that henceforth we choose to act for ourselves.

Notwithstanding we accord to Mr. Barnes a wisdom and foresight superior to our own, we find that those dangers which he warned we were threatened with never touched us. The wheat market changed its course. It has recovered. It is higher than it was before. This convinces me that however wise we are events nullify our predictions. The great intellect of man, even though you invest him with extravagant official power, and accord to him a superior wisdom, is not equal to the nullifying or constructive forces of future events.

Nothing is so utterly puerile as the idea that there is superior wisdom in officialdom. They are human beings when you invest them with governmental power, and, I am sorry to say, they frequently become less human, but never any more Divine, when you give them power. Continued interference with business introduces uncertainty and doubt. The placing of the inefficient, untrained and unwisely influenced hand of the government on the throat of business is what brings doubt and disorder into it.

It behooves every citizen therefore to insist that every division of our government shall return to the discharge of its proper functions; that judges shall be judges; that executives shall be executives; that legislators shall be legislators; contending that the business men of this country should carry on the commerce of this country; that the railroad men shall control and operate transportation facilities of this country; that the producers shall be producers and that we shall all be free from political domination and dictation. Let me urge, therefore, the adoption of the strongest possible resolution insisting upon the opening of the exchanges to future trading in wheat

the day the government guaranty expires. Let us demonstrate that our commercial agencies can function and that they have no fear of functioning. Let us demand that these agencies be permitted to function without hindrance or threat from official power. Let us unshackle commerce and trade. It can stand.

The assurance of the enjoyment of the fruits of our toil, free and unhampered exercise of individual initiative, with the competitive system through which the clash of wits and the aggressive exercise of all our physical and mental faculties, finding free expression, have builded on this continent the greatest nation on earth. It must and it really will endure, not by socialistic or paternalistic practices but by an enduring regard for the principle of equal rights to all and special privileges to none.

The following report was presented by Sec'y-Treas. H. B. Dorsey:

Report of the Sec'y-Treas.

This has been one of the most eventful and strenuous years of our history and the work of this office has very greatly increased and has kept your sec'y and his assistant busy every minute of the day, and for several months practically every night and every Sunday. This is possibly the result of the large increased membership and many new members as well as old ones calling on the office for information and assistance.

Last report membership showed.....	332
New members admitted.....	107
Total	439
Resignations	26
Resigned and dropped from roll on account of discontinuing grain business	5
Suspended for non-payment of dues....	1
Expelled, Thornton & Smith.....	1
Deceased and dropped from roll.....	1
34	

Leaving present membership..... 405

I refer to the increase in membership with a great deal of pride, and while some few of our members assisted very materially in increasing the membership, the work of solicitation has been very largely carried on from this office. We have fully ninety per cent of the eligible desirable grain dealers of the state as members and it is easier to secure them now with the large membership, as they are doubtless realizing and appreciating the benefits of organization more and more each year. We have secured the largest number of new members of any year in the history of our association, the number being 107, with almost minimum of drop outs, and of the resignations there are only two or three in the grain business.

Another condition we are proud of is that notwithstanding the fact that there are few, if any, instances where the profits or charges have not increased, while our expenses have very greatly increased, we have not had to increase our dues and have had sufficient working funds all the time to carry on the work of the ass'n without any neglect whatever.

Many conditions have arisen requiring organized effort and co-operation of our members and other organizations during the year, which Pres. Clement has referred to, while the ass'n has had an unusually large call to serve our members in an individual capacity owing to stressed conditions under which we have been forced to do business the past season. Another thing that we should all be proud of is notwithstanding all the vicissitudes and hardships, our members, from a financial standpoint, I feel sure, have generally done reasonably well.

I have tried to keep our members advised through our circulars of our work and activities. I desire to appeal to every member for co-operation when called on to a greater extent than you ever have in the past, as organization, if worth anything, must be co-operative.

FINANCIAL STATEMENT.

Receipts.

On hand last annual meeting.....	\$ 2,252.13
Dues	7,347.15
Interest on savings account and Liberty Bonds	101.30
Advertisements in List.....	125.00
Deposit fees in arbitration cases.....	1,760.62
Awards to be held pending final settlement	3,441.80
Membership fees	1,150.00
Collection charges on claims collected.....	40.12
Exchange on checks.....	.45
Premiums on insurance.....	1,651.77
Fees on account of wheat loss claims	5,767.95
Old neostyle sold.....	35.00
Cash on hand and Liberty Bond.....	1,000.00
Total	\$24,673.29

Disbursements.

Expense Arbitration Com'te.....	\$ 521.13
Refunded deposits fees for arbitration	879.43
Postage, including envelopes.....	413.28
Printing and stationery.....	565.55
Refunded on awards in settled cases.....	2,300.95
Refunded on membership fees.....	80.00
Refunded on dues.....	10.00
Paid exchange10

Office rent	520.00
Office help and assistance.....	1,756.90
Paid on donation to sec'y ordered last meeting	600.00
Paid for publications and ads in same..	14.19
Telegraph and telephone.....	652.21
Secretary's salary	3,000.00
Paid for items not included in stationery and printing.....	9.50
Traveling expenses of officers and Executive Com'te	1,031.06
Safety box rent.....	4.00
Insurance premiums collected.....	1,651.77
Expense incurred in connection with wheat loss claims	3,284.53
Book for Claim Department.....	7.50
Balance paid on new neostyle.....	25.00
Dues to Texas Chamber of Commerce	100.00
Dues to Industrial Traffic League....	9.00
Dues to Grain Dealers National Ass'n.	387.00
Cash on hand.....	6,850.19

Total \$24,673.29

Of the cash on hand the Wheat Loss Claims Com'te has a credit of.....	2,483.42
Amounts held on awards pending final settlement	3,457.40

Total \$ 5,940.82
Leaving net funds of the Ass'n..... 909.37

The report of the special sub-com'te composed of L. G. Belew, of Pilot Point, and R. I. Merrill, of Forth Worth, appointed to audit the financial records of the ass'n showed the treasurer's report to be correct.

E. W. Crouch, of McGregor, read the report of the Arbitration Com'te. A total of 101 cases had been filed during the year. The report did not recite the number of cases disposed of, but the com'te urgently requested that parties to arbitrations prepare their papers in a manner to make them readily understandable to the members of the com'te, and that the facts relating to the circumstances of each controversy be set forth in brief form to facilitate the handling of cases.

Pres. Clement appointed the following com'tes:

RESOLUTIONS: Dick O'Bannon, Sherman; W. H. Killingsworth, San Antonio; J. N. Beasley, Amarillo; Sam Smith, Waco; W. E. Brown, San Benito.

TRADE RULES: Joe Lawther, Dallas; A. P. Hughston, Plano; L. C. McMurtry, Pampa; R. I. Merrill, Forth Worth; J. V. Neuhaus, Houston.

CONSTITUTION: Allen Early, Amarillo; J. F. Weiser, Hico; R. L. Cole, Krum; E. A. Waters, San Angelo; F. M. Duncan, Killeen.

Friday Afternoon Session.

When the convention was called to order by Pres. Clement at 3 p. m. a short memorial service was conducted, in honor of those members who had died within the year. This was opened with a brief address by Rev. Titus.

One dealer who had died was not a member at the time of his demise, but he was known as the father of the ass'n, having been instrumental in its organization. He was P. T. Andrews, formerly of Sherman. A. S. Lewis spoke briefly of his kindly qualities.

The other was W. S. Bell, formerly of Crowell, a grain dealer and member of the state legislative body. Sec'y Dorsey recalled some of the excellent things he did for the ass'n during his life.

Addresses on traffic matters were to have been delivered by J. S. Hershey, freight traffic mgr. of the Santa Fe, and J. B. Payne, traffic mgr. T. & P. R. R., but both were compelled to be absent because of attendance at an important traffic meeting in St. Louis.

The subject of traffic matters was offered for open discussion but no one cared to talk on the subject during the heat of the day.

The printed program carried the subject "Activities of the Various Governmental Market Bureaus," the following gentlemen being scheduled to speak on it: Geo. Livingston, Washington, Chief Buro of Markets U. S. Dep't of Agri.; Hon. F. C. Weinert, commissioner State Warehouse and Market Buro; T. O. Walton, Director Cooperative Extension Work A. & M. College; Jas. Z. George, gen'l mgr. Texas Chamber of Commerce; and F. I. White, Yoakum.

Mr. Livingston was not present, but a letter he had written on the subject was read by Sec'y Dorsey. In this it was explained that the work of the Buro lies in supervising inspection, in investigating problems connected with the physical handling of grain, and in the publication and dissemination of information relating to this work. He said some phases of work undertaken by the Buro as war measures have been discontinued; that the Buro is not in the business of buying and selling; and that he believes this work can best be left to individual initiative and enterprise.

Mr. Weinert was represented by W. A. Saunders, of Austin, also connected with the Texas Buro. He expressed a desire to co-operate with grain dealers, and said that he had been surprised to learn of the very small margin the grain dealer works on.

Mr. Walton followed Mr. Saunders, and he consumed considerable time in reading a paper that he had prepared. This contained, among other things, certain correspondence that had passed between Sec'y Dorsey, himself, and Mr. Brand, formerly of the federal Buro.

The greater portion of the correspondence, and of Mr. Walton's paper, referred directly or indirectly to the activity of the Buro in assisting in the marketing of certain commodities during the war. Much of it hinged upon the application of the so-called half-rate which was made effective to assist farmers in the then drouth stricken portion of west Texas to purchase foodstuffs more cheaply.

In the correspondence read Mr. Dorsey had made certain adverse criticism of the method of conducting the work, and this Mr. Walton called upon him to prove or to retract.

In answering Mr. Walton, Mr. Dorsey spoke at length, showing the weakness of many of Mr. Walton's arguments. He explained clearly that the ass'n has no intention of fighting farmers' organizations, but that it does purpose to oppose the activity of governmental agencies in business, which he described as resulting in the taxation of all for the benefit of a single class. Mr. Dorsey summed up the matter when he said: "You (the government agents) do not know half as much about handling grain as we do. Your Fort Worth field agent was my barber for 20 years at Weatherford."

Mr. Walton had said that the desire of himself and associates is to evolve a better plan for distributing farm products; and Mr. Dorsey replied to this by saying that competition and the law of supply and demand form the basis of the only safe system under which the business of handling grain can be conducted; but that if a better plan can be worked out and proven to be efficient the grain dealers will quickly adopt it.

Adjourned for the boat ride.

The Boat Ride.

The dealers and their ladies were taken to the pier in special trolley cars at 5:15 p. m. Friday and a boat ride about the bay and out into the Gulf was enjoyed by 250 visitors. The trip took the visitors past all the docks and industries of the water front, and as most of them are not familiar with such things the three hours thus consumed were filled with interest. Vessels of different nations, as well as those flying Old Glory from their stern, were tied at their berths while the process of loading and unloading was carried on. Probably the most interesting sight was that of a large British steamer loading wheat at one of the elevators. Refreshments and cigars were served during the trip.

Saturday Morning Session.

After many efforts to get the dealers together the Saturday morning session was called to order by Vice President Bishop at 10:15.

Allan Early of Amarillo led the discussion of "If grain is rejected at interior points and diverted to terminal points where it grades contract, Who is responsible? If grain sold

terminal points with same result as above, Who is responsible?"

P. E. Goodrich, President National Ass'n, addressed the meeting on "The Importance of the Country Grain Dealer in Distribution of the Grain Crops" from which we take the following:

Importance of Country Dealers

The country grain trade is as necessary to the distribution of grain as are the growers, who produce it. Their interests do not conflict and should not clash. Both have worked wonders in developing our great grain states and both have pioneered and had abundant faith in the future of our country, have endured hardships in going to new untried sections, have followed the railroads and built their elevators in advance of the community. So that when new settlers came, there was the elevator ready to buy his grain at its market value every business day of the year.

He has assumed the risk of ownership, which includes fire, storm and flood; has held that grain until the transportation companies were able to move it to market. This risk of ownership was increased by the hazard of delay in transit, often causing it to get out of condition. We have known this to be so great before the advent of the grain drier that hundreds of cars of corn have sold in Baltimore and other export markets from eight to twenty cents per bushel, not enough to pay transportation charges alone.

The railroads are not to be condemned for their unhappy condition. We all have promoted their present plight. Fully twenty years ago their downfall began, when states and nation began their restrictive legislation. Time was when we were all unfair to these most necessary adjuncts to the development of America. The people were unfair, courts did not protect them, taxes were increased as much as ten fold, freight and passenger rates were reduced time and time again. Thru the strength of the railroad brotherhoods, wages were largely increased so that the properties could not be maintained and new equipment could not be bought and they were unable to keep step with the progress of the country. So that when the world's war began, it found our railroads with several thousand box cars, coal cars and engines less than enough to handle the rush of business that that great struggle brought to our land. This condition grew steadily worse as the war progressed until when our country entered the war there appeared to be but one thing to do and that was for the government to take the roads over and operate them. Nothing else seemed to be possible.

This proved to be a very costly experience for the government as millions of money was lost and equipment further depleted. Now that the roads are again in the hands of the owners, it appears to me that our course is plain. We should no longer oppose but help as individuals and help thru our state legislation and the National Congress to permit the roads to regain their feet and be in a position at all times to quickly and safely transport the products of our farms, forests, workshops and mines.

Our duty is plain, we must do all we can to create a favorable public opinion for these transportation lines, which have been most shamefully abused in times past both by their owners and the public.

Producers Misled by Agitators.—In the past few years we have witnessed a most persistent agitation by small fry politicians, farm papers and promoters, urging the taking over by the producers of the country grain business. This began in the west and the northwest and has spread thruout the country. Glowing pictures have been thrown on the screen of the beauties of co-operative ownership of the grain elevators of the country, resulting in some states, in state ownership of transfer elevators, state mills, and in several states of political inspection departments, which in the main have not been efficiently or economically operated. Personally, we can see no objection to the farmers owning and operating grain elevators if they want them and if they feel that they are able to market their grain in a more efficient manner than has been done by the country grain trade, they should do it.

However, there is one fact that they should not overlook and that is this and I am sure it cannot be contradicted; that there is now in surplus grain states, fully twenty-five per cent more elevators than are needed to take care of the grain produced and sold off the farms as grain. They must not forget, also, that every elevator built in a locality already adequately supplied with elevator equipment, adds just that much to the expense of doing business in that locality and all these houses must be maintained by the surplus grain produced.

So, I say, if they must engage in the grain business, they should not listen to some silver tongued promoter who receives from two to five dollars for each member he secures to an organization of this character, and it is charged, usually gets a bonus of several hundred dollars from the elevator contractor when the job is let for the plant. He is interested only in getting your money for the thing he has to sell and is not interested in your success as a grain merchant. But rather go to your freight

agent, he is usually your friend and you know him, ascertain how much grain is shipped from that particular station, then ask some co-operative dealer in whom you have confidence and who has been in business for a term of years, how many bushels must be handled to pay overhead and operating expenses, and in this way you can get an accurate estimate of the amount of business that probably can be done and the cost of doing it. Then determine whether or not the venture will be a paying one. In most instances, the sensible thing to do would be to buy the elevator at the station and not encumber the territory with an unnecessary investment.

A farmers' elevator is justifiable in certain instances. There have been in many localities conditions that have been unfair to the grain producers, mainly growing out of the fact that regular grain dealers have not always kept abreast of the times and have let their houses deteriorate both in appearance and equipment. This makes it easy for a foreign promoter to come in and float a grain business as a rundown property always invites competition.

Modernize the Plant.—I sometimes think our state ass'ns could perform a real service when an elevator or elevators get in this condition by inducing the owner to modernize his plant and install any necessary equipment inducing him to engage in side lines where the territory demands it. Failing in this, hunt up a progressive dealer and induce him to buy the rundown property, put it as quickly as possible in first class condition and remove that menace from the territory.

The farmers in the surplus grain states have been very prosperous in the past few years. They have greatly improved their farms with good homes, barns, outbuildings and tools so that they have a pardonable pride in the community in which they live as well as in the market to which they haul their grain. They resent, and I think properly so, being compelled to haul their grains to a rundown, poorly equipped, dirty elevator that is years behind the times in the point of efficiency, with an office that is dirty and not in many instances as good or inviting as those buildings, in which these same farmers house their pure bred stock.

We, personally, know of several elevator operators, who have, since the farmers' elevator agitation became general, torn down their old plants or remodeled them, equipping them with electric power where possible, installing electric lights, feed grinders, splendid offices, good flour and feed salesrooms, coal pockets and other up to date improvements. Almost invariably these places have not been bothered with farmers' elevators, as they realized their grain buyers were keeping abreast of the times and were trying to serve them with everything that the community was entitled to in the way of elevator equipment and business accommodations.

I venture the assertion, that if you will look around you in your own locality, you will find in a large measure, that what I have said of conditions in the central states will prevail in your own state.

E. C. Thornton, of the Galveston Chamber of Commerce, addressed the meeting on the Embargo against grain shipments to Galveston.

The foreign buyers of wheat have bot grain and ordered it to the seaboard in disregard of the provision of ocean vessels. Our elevators contain about 3,000,000 bus. wheat. We have 2,600 loaded cars on the Island and 1,000 cars en route. I have the names of 8 vessels booked for early June loading at Galveston. Our elevators can load ten million bushels a month if we can get boats. We are right after the foreign buyers and the Governments interested in hope of getting boats here for early loading. From the promises already obtained I feel sure we will be able to clear up the congestion before the new crop starts to move. Anything you can do to help get boats will help to relieve the congestion and be appreciated by Galveston.

Frank Kell, of Wichita Falls, addressed the dealers on the present financial situation.

The acute condition prevailing at present is due to the inability of the country banker to take your paper and that of others to the Reserve Bank and to get new money without limit. We must place a check on speculation and confine our business to the quick marketing of the necessities of life. As soon as we can get our known wheat surplus into foreign hands we can get new money for it. New credits will help us to get back to normal conditions. If we can spare 300,000,000 bus. of wheat of the new crop to Europe it will bring us close to a billion dollars new capital. The announcement of the 11th Federal Reserve

Bank that the rediscount rate would be increased progressively should stop all speculation, but unless we can induce the Federal Reserve Board to help the wheat exporters facilitate the movement of our surplus abroad we may have trouble. You can help by addressing a strong resolution to the Reserve Board and following it up with a strong com'ite. I think you can get the relief needed by the trade. The dealers must have credit to expedite the marketing of our foodstuffs.

Sec'y Dorsey was completely disconcerted by Mr. Kell's recital of Dorsey's early inauguration of the grain business and his assistance given to Joseph in his famous corner.

A committee from our section went to Washington recently in hope of inducing the Shipping Board to grant a freight rate on flour to Europe more in keeping with the ocean rate on wheat. The present freight rate effects a 35 ct. discrimination against our flour, gives the off to Europe and takes employment from our workers.

Texas is fairly well assured of a crop of 15,000,000 bus. of wheat and we may have 20,000,000 bus. to handle. You will also have a large crop of oats to handle and I feel certain you will have a good business. It will be your duty to buy and ship our grain and reimburse the producers so they may place the money in circulation and help restore our commerce to normal conditions.

Our drastic anti-trust law places too much power in the hands of the politicians and it should be amended to conform to the provisions of the Sherman anti-trust law. We need laws to protect the public, but the laws should treat all alike. The Clayton law relieving labor from violations of laws while all others are punished is wrong. It was this surrender of Congress which led up to the enactment of the vicious Adamson law. We must go to our banker and tell him that he must help us to market the farmers crop. [Applause.]

A rising vote of appreciation was given Mr. Kell for his splendid address.

Allan Early of the Com'ite on Amendments to the Constitution recommended changes which resulted in adoption of the following amendments:

AMENDMENTS TO CONSTITUTION.

Amend Section 1, of Art. 2, of the By-Laws to read as follows: The Secretary-Treasurer shall receive for his services \$3600.00 per annum, shall not be engaged in the grain business and shall give bond for such sum as the Executive Committee may require.

Amend Sec. 15 of Article 9 of the Constitution making the filing fee for arbitration \$2.50 instead of \$1.00 as now.

Amend Sec. 2 of Art. 10 of the Constitution making a charge of 15 per cent of the amount collected on freight claims originating with any member or non-member where all claims are presented and filed with the Secretary for collection.

Amend Sec. 3 of Art. 10 of the Constitution making a charge of 30 per cent on amount collected where all claims are not filed with the Ass'n's Claim Department.

Joe Lawther of the Com'ite on Trade Rules presented a number of recommendations. The following were adopted:

REPORT OF COMMITTEE ON TRADE RULES.

We would recommend that the preamble to our Trade Rules be amended to read as follows:

The following rules shall govern all disputes of a financial, mercantile or commercial character connected with, or arising from any matter pertaining to a transaction in grain, hay, feedstuff or mill products, or seeds, arising between members of the Texas Grain Dealers Ass'n, and shall be the basis of arbitration on such controversies unless otherwise and specifically agreed at the time of the trade or subsequent thereto.

Amend the second paragraph of Rule 7 to read as follows: Grain to apply on sale for shipment must be actually loaded and bill of lading dated and signed within life of contract.

Repeal Trade Rule 23 for the reason that same is covered in rule 27.

Amend the first four paragraphs of Rule 27 by adding the word "hay," and to read as follows: OFF GRADES: (a) It shall be the duty of receivers, track-buyers and distributors of grain and hay bought on destination terms, to apply on contract at ruling market difference on lay of inspection, grain and hay which grades one grade below grade specified in the contract,

unless contracts specify specifically that off grades will not apply. Lower grades may be held subject to the order of the seller, but it shall be the duty of the buyer to notify the seller by wire of the condition and grade of the grain or hay, whereupon it shall be the duty of the seller receiving such notice to wire disposition at once.

(b) Off grade grain or hay sold for account of shipper shall not apply on contract.

(c) It shall be the duty of the buyer to notify the seller of the grade and dock applicable on off grades, and to obtain the consent of the seller before unloading and applying such off grade grain or hay on contract.

(d) The buyer of grain or hay bought on grade, which has subsequently been resold to a third party, shall accept from the seller any grain or hay not up to grade specified in the contract, at a discount not to exceed the dock demanded by such third party.

Amend Rule 27 by adding paragraph (g) to read as follows: If a car is placed at an industry before inspection, and rejected after inspection, the consignee shall be responsible for all expenses incurred by reason of having the car placed before inspection, which expenses shall include loss by reason of the diversion privilege having been cancelled.

Amend Rule 36 to read as follows: CAR LOAD: A car load shall consist of not less than 1000 bushels of wheat, shelled corn, barley, rye, maize, kaffir or feterita, nor more than 1200 bushels; not less than 1250 bushels of oats nor more than 1500 bushels; not less than 450 bushels of ear or snapped corn nor more than 600 bushels; not less than 8 tons nor more than 12 tons of hay. This rule shall not interfere with freight tariffs as to minimum when car loads are sold, except double loading of cars will not apply under this rule, nor shall this rule interfere with contracts for different specifications between buyer and seller. When capacity cars are sold this shall be construed to mean that the shipper shall load on such contract an amount of grain equal to either the marked or visible capacity of the car.

Repeal Trade Rule 41 relating to discounts on wheat effective June 1st.

Adjourned for luncheon.

Saturday Afternoon Session.

The last session was called to order at 2:45 Saturday afternoon by Pres. Clement, who asked for the report of the Resolution Com'ite.

Dick O'Bannon, of the com'ite, read the following resolutions, which were adopted:

Resolutions.

DISCONTINUANCE GOVERNMENT REGULATION OF BUSINESS.

RESOLVED, that the Texas Grain Dealers' Ass'n, in convention assembled at Galveston, May 22, 1920, is unalterably opposed to any Government interference in business, now that the war is over. We oppose any extension of the price guarantee on wheat after the Wheat Guarantee Law of 1919 expires by limitation on May 31st.

We believe that the patriotism, the business sagacity, the ability and the initiative of the American business man will be able successfully to cope with any emergency or any economic situation that may arise in the troubled years of reconstruction that lie immediately before us. We know that the grain handling machinery of this country can and will function both in the cash and future markets, if left to itself, and if permitted to operate under the laws of supply and demand.

While we recognize that conditions since our entry into the war are abnormal and are likely to remain so for some time, yet we have unbounded faith in the ability of the grain trade to surmount all obstacles, and to conduct the cash and future wheat markets with efficiency and satisfaction to the country as a whole. Government control of the wheat market through a price guarantee was a war measure to which we, as patriotic citizens bowed; but the time has arrived when the genius of the American business man should be left to meet and solve the grain trade problems without the paternalistic aid of the government. Therefore, be it

RESOLVED, that as a means to this end, it is the sense of the Texas Grain Dealers' Ass'n, in convention assembled, that the future markets in wheat should be opened with the expiration of the Government guaranty; and that after opening these markets, should be free from interference and restriction, and should be left free to record conditions as they are, or as they may develop, since an unshackled market is the only market that can or will truly reflect values.

RESOLVED, that a copy of this resolution be sent to President Wilson, to Julius H. Barnes, President U. S. Grain Corporation, to each member of Congress.

ASK THAT DEPARTMENT OF AGRICULTURE CEASE COMMERCIAL ACTIVITIES.

WHEREAS, the continued activities of the Department of Agriculture of the United States Government along the line of invasion of private business, particularly through the activities of the Bureau of Markets, these activities becoming more and more apparent, and wide-spread;

evidencing more and more a determination on the part of the Department to substitute the political middleman for the commercial middleman, there, be it

RESOLVED, that the Texas Grain Dealers' Ass'n, in convention assembled, at Galveston, May 22, 1920, calls upon the Department of Agriculture at Washington to cease its commercial activities and confine itself to the proper functions of the said Department, which said functions in no way relate to trade or traffic in farm products, but relate wholly and solely to production, therefore, be it

RESOLVED, that it is the conviction of this Ass'n that the Department of Agriculture of the United States Government in its proper activities is one of the most valuable institutions of this Government when it performs its proper function of scientific investigation and instruction; but that it is a menace both to the good of the producer and private business man when it departs therefrom.

RESOLVED, that a copy of this resolution be forwarded to the President of the United States, to the Secretary of Agriculture, and to each member of Congress.

ASK DISCONTINUANCE OF STATE BUREAU OF MARKETS.

WHEREAS, during the war, the Government of the United States appropriated large sums of money to the Department of Agriculture to be used for the promotion of agriculture and encouragement and expansion of production and

WHEREAS, by reason of the authority invested in the Railroad Administration there were promulgated half rates for the avowed purpose of reducing by so much the cost of grain and feed to the drouth stricken sufferers of Texas, and

WHEREAS, the said appropriations of money and extension of half rates were handled by those in authority, in conjunction with one another through the Agricultural Extension Department of the A. & M. College of Texas, in such a way as effectually to build up a Government created machine for the handling of grain, and making the half rates available to the farmers only by and through such agency, and

WHEREAS, the temptation of this agency has been to make political capital out of government expenditures and extension of said half rates, refusing to extend such rates to the grain shipped to grain dealers, but only allowing the application of such rates to grain shipped to farmers, thus limiting the benefits of the half rates to the well-to-do or to those whose credit was sufficiently strong to enable them to borrow in adequate amounts to buy carloads, thus eliminating the small farmers whose needs were the greatest, and

WHEREAS, the above described action evidencing a temptation to make use of Government money and Government power to promote a political machine designed to compete with the grain dealers of this State. A MACHINE which, if it shall be said to exist, functions in a way which admits of no other construction than that there is an utter willingness to replace the commercial middleman with a political middleman which is a departure from the principles of this Government and threatens the perpetuity of our institutions, and

WHEREAS, since the end of the war, and the partial discontinuance of said operations through the A. & M. College, there has been inaugurated through the Bureau of Markets of the Department of Agriculture of Texas, a plan similar to that put in effect through the college agency, with additions and extensions of power and purpose, even more repugnant to the fixed and time honored principles of this Government, this convention invites the attention of the Governor and the Legislature of this State, to this departure from the principles of this Government and this unwarranted and unjustifiable invasion of private business. This invasion of business can only be predicated on the theory that the state, acting through a Government bureau without assuming responsibility to the producer or liability to the consumer can handle the products of the farm upon the theory that it can give the producer more and supply the consumer with products of the farm at less than the organized competitive system which has been in vogue in this country since the foundation of this Government;

RESOLVED, that the Grain Dealers of this State deny that the functions of the Department of Agriculture relate in any way to trade or traffic in farm products, but that said service of the said department is utterly foreign to its duty and its province. We commend the Agricultural Department for its educational work, its scientific investigations and demonstrations, but are unalterably opposed to the State Department of Agriculture subverting the fundamental principles of this government while taxing the whole interests of this state seeks, through its taxing power, to build up an agency of trade in competition with its citizens, it being our conviction that no public need demands any such extension of Government service; that it is only instituted under misconception, with the result of creating jobs for politicians and placing new and unjust burdens upon the public. Be it further

RESOLVED, that a copy of these resolutions be forwarded to the Governor of this State, to the members of the Legislature of this State and to the Department of Agriculture, and that the Governor of Texas be urged to abolish, if within his power, this Bureau, and if not within his power under the law, that the Legislature repeal the law which created or permits to exist a bureau which operates in violation of the principles of this Government.

OBJECT TO U. S. GOVERNMENT DISCRIMINATING AGAINST TEXAS OATS.

WHEREAS, it has been brought to the attention of the Texas Grain Dealers' Ass'n that the United States Government has bought, is buying and intends buying on June 15th, only 3 white Northern Oats for delivery to Texas and Mexican border points, rejecting any and all bids on Texas 3 red Oats, either clipped or natural, thereby discriminating against Texas Oats and most of the Texas dealers, be it

RESOLVED, that this Ass'n goes on record as protesting to the Government against this discrimination and ask that they change their proposals so as to read—Either Texas 3 Red Oats, Texas 3 clipped Red Oats, or 3 White Northern Oats. Be it further

RESOLVED, that copies of this resolution be sent to Senators Sheppard and Culbertson of Texas and the Texas Representatives in Washington, requesting that these facts be immediately brought to the attention of the proper officials of the Government, asking that immediate steps be taken to change above cited specifications.

FAVORS THE OPEN SHOP.

RESOLVED, by the Texas Grain Dealers' Ass'n, in convention assembled, at Galveston, Texas, this 22nd day of May, 1920, that we as an organization desire at this time to declare ourselves in favor of that principle now recognized under the name of The Open Shop.

REIMBURSEMENT FOR LOSSES CAUSED BY FIXING PRICES OF WHEAT IN 1917.

WHEREAS, in the year 1917 the price of wheat was fixed by the Government, and

WHEREAS, by reason of such price fixing policy of the Government, there was a heavy, unjust and unwarranted loss sustained by the Grain Dealers and producers of this country.

RESOLVED, that it is the sense of the Texas Grain Dealers' Ass'n, in convention assembled, that such losses should be paid by our Government.

RESOLVED further, that H. B. No. 13481 and S. B. No. 4196 already introduced in Congress providing protection for both grain dealer and producer be commended to the Senators and Representatives of this State for their earnest consideration and support; and that a copy of these resolutions be forwarded by our Secretary to each Senator and Representative from Texas.

RESOLVED, that it is the sense of this Convention that papers covering Grain destined for export, where there can be shown a firm and binding contract or sale, should not be handled by Federal Reserve member banks as subject to the graduated rediscount, but should be cleared as paper not subject to such graduated rediscount. Therefore, be it

RESOLVED, that this resolution be spread upon the records of this Ass'n and copy thereof submitted to Judge W. F. Ramsey of the Dallas Federal Reserve Bank with prayer that our needs in this connection shall have fullest consideration at the hands of himself and associates.

THANKS.

RESOLVED, That we extend to the members of the Grain Trade of Galveston our appreciation of the generous entertainment provided for Grain Dealers and their ladies attending the convention and the many courtesies extended throughout our stay in this Great Gulf City; and that we extend to Mayor Sappington of Galveston, assurance of our appreciation of the hearty welcome.

RESOLVED, that the thanks of this Ass'n, in convention assembled, be extended to all those speakers whose part upon our program has contributed so much to its excellency and value; and especially would we mention in this connection the address by Mr. P. E. Goodrich, President of the National Ass'n; Rev. D. B. Titus, and Mr. Frank Kell.

A conference was asked by a Com'te from the Houston Merchants' Exchange, consisting of John E. Bishop, B. C. Ross and J. V. Neuhaus, with shippers interested in the formulation of grades for Milo Maize Heads. The purpose being to assist the Com'te in drafting rules to facilitate the trade in Milo Maize Heads.

The election of officers resulted in the selection of President Ben E. Clement, Waco; 1st V.-Pres. John E. Bishop, Houston; 2nd V.-Pres. R. I. Merrill, Fort Worth; Secy.-Treas., H. B. Dorsey, Fort Worth.

Joe Marshall, Freight Claim Agent of the M. K. & T. R. R., advised the shippers to

avoid delays in the filing of claims even though short an important document as it could be obtained later. The claim agents are trying to do the right thing as you are doing. We can accomplish much more by working together as friends. Let us work together.

Executive Com'te: the officers and L. G. Belew, Pilot Point; Allan Early, Amarillo, and Douglass W. King, San Antonio.

W. B. Kellett, Chairman S-W Claim Conference, among other suggestions said all S/o Bs/L should be endorsed whenever transferred to a new order.

S. R. Biering, Asst. Frt. Claim Agt. Santa Fe, said the Claim Agt. must handle claims according to his best judgment. All make errors, but the Claim Agts. are glad to correct their errors when shown. I believe most grain shippers are square and honest, yet I do not recall any shipper calling our attention to an overage. If we did hear of more overages we would be more disposed to pay for the shortages.

Shippers who have overages in weights of grain shipments can hardly expect Claim Agts. to rush payment of the full amount for each shortage.

Upon motion a bonus of \$900 was voted to Sec'y Dorsey in addition to his salary for 1919-20.

The President read telegrams from absent members.

Adjourned *sine die*.

Convention Notes.

W. S. Ostheimer, of Sims & Giles Co., came from Adeline, La.

G. C. McWethy, of the H-Q Hay & Grain Co., came from Valley Center, Kan.

From Wichita, Kan., came Geo. Koch, of the Geo. Koch Grain Co., and Ed Beyer.

Lee D. Jones and Walter M. Browne were from Memphis, Tenn., dealers present, and from Nashville came J. A. Daugherty.

The supply trade was represented by: A. G. Zeibel, repta. J. O. Bardin & Co., dealers in scales, Dallas; J. Ernest Burka, New Orleans, La.; M. W. Cary, St. Louis, Mo.

Texas grain inspectors in attendance were: V. L. Nigh, Ft. Worth; A. K. Callahan, chief inspector Hay and Grain Exchange, San Antonio; Clarence Roberts, chief inspector Board of Trade, Sherman.

SOUVENIRS included an alarm clock by Ben Moore, a bullet pencil by Blewitt, a tape measure by Walter M. Browne, a key case by Sun Grain & Export Co., keyring by H. O. Hay & Grain Co.

Oklahoma dealers were: F. G. Olson, mgr. of the Sun Grain & Export Co., Guthrie; C. E. Munn, Munn Brokerage Co., Enid; and E. O. Billingslea, of the E. O. Billingslea Grain Co., Frederick.

Railroad representatives were J. R. Chisman, traveling freight agent for the Nashville, Chattanooga & St. Louis R. R.; and Jas. F. Carlton, commercial agent for the Atlanta, Birmingham & Atlantic R. R. Co., both from Memphis, Tenn.

Kansas City dealers were L. E. Moses; W. W. Deck, of the Hall-Baker Grain Co.; Chas. W. Avery, treas., Thresher Fuller Grain Co.; Benjamin C. Moore, pres., Moore-Seaver Grain Co.; C. W. Lawless, sec'y, Moore-Lawless Grain Co.; C. M. Woodward, pres., Western Grain Co.

The insurance business was represented by W. H. Ingalls, insurance inspector from Ft. Worth, representing Millers Mutual Fire Ins. Co.; Millers Mutual Fire Ins. Ass'n of Ill.; Texas National Mutual Fire Ins. Co.; Northwestern Mutual Fire Ass'n, Wash.; Mill Owners Mutual Fire Ins. Co. of Iowa.

Texas dealers present included: J. S. Abernathy, Brady; R. T. Abersold, Ecla; Claiborne Adams, El Paso; J. N. Beasley, Amarillo; L. G. Belew, Pilot Point; E. Bell, Crowley; J. W. Bell, Crowley; John E. Bishop, Houston; C. H. Black, Leonard; J. L. Bloodworth, McGregor; A. S. Bouldin, Muscogee; G. E. Bluet, Ft. Worth; S. D. Burt, Orange; G. Caldwell, McKinney; K. U. Chadwick, Ft. Worth; J. C. Childress, Temple; J. M. Clement, Waco; L. F. Cobb, Plainview; O. Coffman, Goree; R. L. Cole, Krum;

Tom F. Connally, Clarendon; F. R. Cornforth, Waco; Robert E. Cowan, Ft. Worth; A. G. Cox, Plainview; F. W. Cox, Pilot Point; G. E. Craney, Ft. Worth; E. W. Crouch, McGregor; J. M. Crouch, McGregor; John Davitte, Jr., Pilot Point; E. C. Douglas, Houston; M. S. Duncan, Killen; Allan Early, Amarillo; W. W. Early, Waco.

Earl Ferguson, Ft. Worth; O. S. Ferguson, Leonard; W. R. Fields, San Antonio; F. J. Fitzpatrick, Ft. Worth; Leslie Floyd, Lockney; W. P. Geraghty, Wichita Falls; G. Giesecke, San Antonio; C. L. Green, Winters; H. C. Green, Austin; J. P. Gibbs, Seguin; W. G. Goodall, Valley Mills; E. W. Harrison, Hereford; W. L. Hendrick, Ralls; J. H. Hohlaus, Plainview; J. C. Honaker, Farmersville; J. M. Howeshall, Howe; T. L. Hughston, Crowley; E. R. Humphrey, Amarillo; J. D. Hunter, Amarillo; J. L. Hunter, Margaret; H. G. Isbell, Dallas; Harry Johnson, Ft. Worth; L. J. Johnson, Crawford; V. P. Keel, Gainesville; D. W. King, San Antonio; E. C. Knox, Iowa Park; E. R. Kolp, Ft. Worth; J. A. Laent, Houston; E. B. La Rue, Athens; Ed Lawrence, Bartlett; R. C. Lawver, White Deer; A. S. Lewis, Dallas; Claude Maer, Ft. Worth; L. A. Marshall, L. A. Marshall Grain Co., Floydada; A. C. Matthews, Pampa; J. E. McAvoy, Floco; J. Hie McKinney, Van Alstyne; L. C. McMurtry, Pampa; J. W. Mead, Valera.

T. C. Moore, Chillicothe; A. V. Nelson, Claude; L. V. Nelson, Claude; J. V. Neuhaus, Houston; Dick O'Bannon, Claremore; F. G. Olson, Guthrie; L. C. Parker, Austin; W. L. Porter, Hale Center; E. Presnell, Clinton; J. T. Rayford, Cleburne; G. Reinhardt, McKinney; T. C. Rhodes, Houston; A. F. Richter, Greenville; J. W. Ricks, Canadian; J. D. Riddle, Plano; W. G. Rike, Farmersville; J. J. Roberts, Jr., Dallas; E. M. Rogers, Ft. Worth; G. H. Rogers, Dallas.

J. Allen Saint, Houston; W. W. Scott, Stamford; B. W. Self, Crowley; R. E. Sherrill, Haskell; J. T. Shottwell, Jacksonville; J. A. Simons, Ft. Worth; J. T. Stark, Plano; Lester Stone, Clovis; C. M. Taylor, Corpus Christi; H. G. Thompson, Waxahachie; Burton Thornton, Lockney; H. G. Tolbert, Littlefield; J. Vandenburg, Oklahoma City; C. A. Waller, Weatherford; A. C. Waters, San Angelo; F. E. White, Washburn; J. A. White, Yoakum; C. E. P. Wisrodt, Rosenberg; Aug. Wisrodt, Galveston.

FAIR AVERAGE QUALITY STANDARD for the 1919-1920 wheat crop has been determined in New South Wales, where the yield was very light, and in South Australia and Western Australia, but not yet in Victoria, where the harvest is later. In New South Wales the standard has been fixed at 61 lbs., to the Imperial bushel. Samples were taken from different divisions of the State, and the grain trade sectional com'tes of the Sydney Chamber of Commerce based their computations on the proportions which the wheat areas of those divisions bore to the whole wheat acreage of the state, according to government figures. This method has been employed by the Chamber for the past twenty years, and the average for that period is 61 1-5 lbs. per Imperial bushel. The standard for the Western State last year was 61½ lbs. and this year is 64½ lbs. The South Australian standard for this year is 61 lbs. The Victorian standard for 1912-1913 was 63 lbs.

LATE seeding years have not as recently been disastrous to the agricultural results of the country, as the loss in one crop has been made up in another. In 1906, when spring planting to May 1st was 64 per cent of contemplated plowing, and 7 per cent below the average, oats were held to the same acreage spring wheat decreased 5 per cent and corn was increased 2 per cent; and all crops were large at harvest time. In 1912, with only 3 per cent of plowing finished at this time, the spring wheat lost 5 per cent; oats were increased to 10 per cent and corn 2½ per cent with unusual large yields in all three crops. P. S. Goodman, Clement, Curtis & Co.

Panhandle Dealers at Amarillo.

(Continued from facing page.)

by W. H. Feuquay, an Amarillo banker, who especially enjoyed. He reviewed the financial situation at some length and requested the grain men to co-operate with the bankers in an effort to obtain relief from the car shortage. The bankers of the Panhandle will shortly hold a meeting to consider this matter and the ass'n will take part in the work.

An enjoyable banquet was served the dealers and their ladies at the Harvey House. 6 p. m., the hosts being the several grain dealers of Amarillo.

Panhandle Dealers at Amarillo.

When Pres. L. C. McMurtry, of Pampa, called the 5th annual convention of the Panhandle Grain Dealers Ass'n to order in the rooms of the Board of City Development at Amarillo, Texas, May 17, he faced the largest gathering of the ass'n's history. There were nearly one hundred present, practically every station in the Panhandle being represented.

After the address of welcome on behalf of the city by Frank R. Jamison and the response by Tom F. Connally, of Clarendon, Pres. McMurtry read the following annual address:

President McMurtry's Address.

When you entrusted me with the affairs of our ass'n about one year ago, we were at that time very much in doubt as to the future course of the wheat market and the steps that the Grain Corporation would take in handling the enormous crop which at that time seemed we would produce. It was your desire at that time to use our best efforts to secure and be allowed the freest possible movement, and as much latitude as possible in handling the crop in our own way, believing in the less restriction we were forced to work under, the better we would be able to dispose of the crop.

It was also the sense of the ass'n that we cooperate with the Texas Grain Dealers Ass'n in bringing about all the things that were most desired. The contract that was entered into with the Grain Corporation has proved to be a most fortunate one, and was so flexible as to allow much more freedom of action than had been the case the two years preceding. It is undoubtedly pleasing to all of you that the past year's business has been carried on with less perplexity than during the preceding years of control and supervision. It is true that at times some of the regulations seemed to be rather burdensome and I am sure you have all had a prosperous year.

The crop which promised so much a year ago fulfilled every promise, and shortly after signing the contract with the Grain Corporation, we were up to our ears, so to speak, in handling this enormous crop. For a time things seemed to be coming well until it became apparent to every one of us that we were confronted with the worst car shortage in the history of the country which caused untold hardships on most of us; thru unnecessary expense from being forced to carry grain in our houses that we would otherwise have disposed of.

To Secure Cars.—Your executive com'te thought it best after last year's harvest that we use our best efforts and influence with those in authority over the railroads at that time to bring to their attention the great need for transportation facilities. So large was the crop that the railroads under-estimated the need for equipment for hauling grain and under-estimated the amount of the crop or failed to anticipate the time at which it would move. The crop was delayed several weeks, and in many instances cars that were intended for use in this section were moved elsewhere to meet the urgent demand of sections whose crops were earlier than ours, and this threw a burden on the elevators which they were unable to meet, causing millions of bushels of wheat to be thrown on the ground when threshed.

For weeks which ran into months of virtual idleness, we were forced through lack of cars to see our crops rotting in the fields, and it soon became apparent that our local railroad officials were powerless to give us the necessary aid, and after weeks of pleading, we finally succeeded in convincing the authorities at Washington that we were really in distress, but relief did not come until hundreds of thousands of dollars had been lost. Your executive com'te during this time advised me to use my best efforts in any way that I could to bring about relief, and I am happy to say that I have done everything that I could, and have done a great deal but accomplished little. So acute has become the car shortage and so demoralized has become the transportation facilities of the country that we are yet struggling with a large percentage of our wheat, oats and grain sorghum crops. But let us cast aside the past except the experience which is always a good teacher, and look well to the future which may be fraught with much greater hazards than has the past.

We are approaching the expiration of the Wheat Guaranty Act which has stabilized prices to some extent. It is unusual to have a condition that creates a stop-loss at a stabilized point thereby permitting only fluctuation upward, making the past practically a year of rest, excepting that of carrying on our established businesses, but in my opinion, our vacation period is over and we must again buckle on our armor, as many problems will confront us in the future, that must and can only be solved by such ass'ns as ours. We must keep our ass'n live and increasing that it may assist in bringing the country back as near as possible to a pre-war basis. Our ass'n, and other similar ass'ns are without exception the most progressive ones in the United States. They are made up of men that have the personal initia-

tive and business acumen that should serve us well in solving the problems that will be necessary to protect our industry and markets. We should go on record as favoring the readjustment of government taxes, for, if continued in their present form, our industries will become less efficient and constructive initiative will cease to exist.

Inland Transportation.—We are fortunate in having one reconstructive program in effect, that is, our inland transportation again being returned to their former owners, and ceasing to be operated under government control. It will be our duty to co-operate with the railroads in the reconstruction period that is before them, advocating if necessary, increased revenues; while insisting that such increases, if made, should be on such a basis that our territory will not suffer as compared with other districts, so that our products can be marketed East, West, North and South as should be permitted in accordance with our location.

This agricultural empire in which we live and whose constructive life you are a part is one of the coming wheat granaries of the nation, and we must conserve and insist that our present transportation charges be maintained so that the producer of grains can market the products of their energy and reach all ports for foreign shipment in equitable competition with their districts.

Problem of the New Wheat Crop.—We will shortly be confronted with an uncontrolled wheat market until a possible controlling trading option can be established. The method of opening exchanges to option trading in wheat will of necessity be one of importance. This should have your constant thought, and for a time in the near future the grain markets may be fraught with many hazards. You have undoubtedly noticed from press reports that Pres. Julius Barnes is now advocating the continuation of wheat control by the government. We should go on record as vigorously opposing any further control of grain prices by the government. We should demand that the grain market be allowed to seek its natural level and be dictated only by supply and demand which is the only way that it can reach its natural level and be on a basis of other commodities.

The report of Sec'y-Treas. J. D. Hunter, of Amarillo, showed an excellent cash balance in the treasury. Twenty-four new members have been added during the past year, and ten applications for membership were on file at the time of the convention. This number was increased during the day.

A short talk on "The Benefits of Organization" was made by Royce Dorsey, of Fort Worth, who took the place on the program that had been allotted to his father, H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n, and who could not be present. L. F. Cobb, of Plainview, who was referred to as "the grand-daddy of organization," also spoke on this subject.

Mr. Cobb's remarks grew into a discussion of the proposal to continue in effect the Wheat Guaranty Act and several others, including C. H. Thayer, of Chicago, and J. N. Beasley and E. R. Humphrey, of Amarillo, took part in the debate.

Upon motion by Mr. Humphrey the president was instructed to appoint a com'te of three, who, with himself as ex-officio member, should confer with a similar com'te of the Texas Grain Dealers Ass'n to formulate recommendations to the proper persons on this subject. At a later time, Pres. McMurtry appointed as members of this com'te E. R. Humphrey, J. N. Beasley and Tom F. Connally.

Mr. Thayer was called upon to speak of the good and bad effects of re-establishment of future trading in wheat. After touching upon several phases of this important matter he said that the present plan for eliminating the possibility of evil effects is to control and limit trading much as that in corn was handled recently by boards of trade.

Pres. McMurtry appointed the following com'tes:

Resolutions: Tom F. Connally, Clarendon; J. N. Beasley, Amarillo; and R. C. Ayres, Plainview.

Trade Rules: E. R. Humphrey, Amarillo; Herman Holhaus, Plainview; and C. R. Slay, Groom.

Constitution and By-Laws: W. P. Dial, Memphis; A. C. Matthews, Pampa; and Burton Thornton, Lockney.

Nominations: Allen Early, Amarillo; A. G. Cox, Plainview; and Albert G. Hinn, Plainview.

Afternoon Session.

Crop reports announced by the dealers present according to their respective home localities showed conditions of considerable variation; the average presenting a reduced acreage of both wheat and oats, with some damage because of drouth which had only recently been relieved by copious rains. It seemed to be the general opinion that this moisture had come too late to be of material benefit to many fields. The present soil condition appears to forecast a large acreage of kafir, milo and other grain sorghums.

J. N. Beasley led a round table discussion of the advantages of the establishment of official inspection at Amarillo and the employment of a federal licensed inspector. Upon motion the board of directors was authorized to assist the Amarillo dealers in carrying out this project.

The old question of the advisability of selling bushels rather than cars came up and it brought out the usual arguments from those who favor one practice rather than the other.

W. P. Dial pointed out that it would take some five months at the present rate of car supply to move only the grain of the old crop left in the country and he advocated some action by the ass'n to bring the need for cars before the proper railroad authorities. He laid much of the reason for the trouble to the slow movement of loaded cars and took occasion to score the railroads for furnishing cars to "snowbirds" or "bootleggers," alias scoopers.

J. D. Hunter said he does not see how the ass'n can present its objections to the railroads for furnishing cars to these men so long as it permits them to remain within its membership.

The pres. of the Panhandle-Plains Chamber of Commerce spoke regarding the car supply, past, present and prospective. He told of the work his organization has done to obtain relief, voicing the opinion that the Panhandle has actually received more than its proportionate share of cars as compared with other sections, assigning as the reason for this the fact that the authorities were convinced some time ago by his organization that the Panhandle needed preferential treatment because it does not have storage facilities equal to those of older communities. He predicted a worse situation this fall than ever before and advocated the building of every possible farm bin and granary.

The report of the resolutions com'te was read by Tom F. Connally and a resolution opposing the reduction of minimum carload weights was adopted.

The recommendation of the trade rules com'te, as read by Chairman Humphrey was adopted. The effort of this is to make it understood that the buyer is authorized to call reinspection of grain at official inspection markets when it applies on contracts providing for the application of lower grades, and this without getting the permission of the shipper. This change does not apply to export contracts.

The report of the nominations com'te was read by Chairman Connally and the following officers were elected: Pres., Albert G. Hinn, Plainview; 1st vice-pres., A. G. Cox, Plainview; 2nd vice-pres., J. W. Ricks, Canadian; Directors, J. N. Beasley and H. L. Kearns, Amarillo; L. C. McMurtry, Pampa; and C. R. Slay, Groom.

Upon motion by Mr. Beasley it was agreed that the full fee of \$10, as provided by the by-laws, shall be collected as annual dues. For the past few years only \$2.00 per year has been charged.

A motion proposed by E. S. Blasdel, of Amarillo, to pay the sec'y \$200 per year was carried.

The closing number of the program, a talk (Continued on facing page.)

Oklahoma Grain Dealers' Annual

The opening session of the 23rd annual convention of the Grain Dealers Ass'n of Oklahoma was called to order by Pres. W. M. Randels, of Enid, in the Skirvin Hotel, Oklahoma City, May 18, 2:30 p. m.

Hon. J. C. Walton, mayor of Oklahoma City, welcomed the dealers to the city, taking opportunity of the occasion to touch upon the menace of anti-Americanism in all its forms, and especially as it manifests itself thru the activities of the I. W. W. Declaring that organization to be striking at our flag, he asked that each grain dealer as well as every other person do all he can to stamp it out.

Jesse Vandenburg, of Oklahoma City, responded to the address of welcome and assured the citizens of the convention city that the Ass'n appreciates the welcome that is extended to it from year to year.

Pres. Randels spoke briefly, but said he had no prepared address and would rely upon the other persons on the program to recount the work of the Ass'n during the year. In closing his remarks he asked the Ass'n to increase the salary of Sec'y Prouty.

H. L. Bennett, traffic and rate expert for the State Corporation Com'n, presented a few facts regarding the car situation, saying steps were being taken by the Interstate Commerce Com'n to control car distribution. As one phase of this work, he asked that a committee be appointed by the Ass'n to determine the quantity of grain yet to be shipped from each locality and from each line of originating railroad.

The Ass'n did not act directly on Mr. Bennett's request, but Sec'y Prouty suggested that each country shipper give to him all available data regarding the car needs of his locality.

A paper prepared by L. E. Moses, of Kansas City, on "The Past, Present and Future of the Trade," was read by T. C. Thatcher, of Oklahoma City. In this paper Mr. Moses reviewed the growth of industrial and commercial activity in this country in the past and he endeavored to point out some of the factors that will govern and control the future development of these phases of our economic life.

We all, at one time, had an idea that the railroad problem could only be solved by government ownership and control. We have had an experience during the past two years that I believe will settle this question in the mind of the public for some years to come.

There are many districts in this mid-continental empire that will have need of new railroad construction. The present roadbed and equipment that serves us at this time, better than any other people of the earth are served, are in dire need of additional capital for investment. If it were demanded of us that any improvement in our line of business—our grain dealing, or milling, or dealing in the products of the grain—must be out of new capital instead of out of earnings, we would find it impossible to keep up with the demands made on us by the public in giving service to those who depend on our facilities.

I am calling your attention to this for I believe this subject should be carefully considered by the thinking business men of the United States and particularly of this comparatively new territory in which we live.

The grain man and miller is particularly interested in the transportation problem. We are confronted today with untold loss and unnecessary expense in doing business, with a knowledge that owing to lack of transportation we cannot plan for the future as would be our desire and as required by the needs of our agricultural development. We should so record our ideas that from this progressive west will come the new idea of moderation, of desiring to be fair, as desiring to consider others as we would be considered. From our west has come many constructive ideas and may we not hope that from us may come the idea of reasonableness toward those who have invested in and are operating the railroads that serve us?

We all realize that a country, even as prosperous and rich in resources as ours, cannot expend \$37,000,000,000 in two and a half years without having an effect on our financial situation. It does not look as though we have arrived at the end of drawing on our reserves. It appears to still be very popular to vote municipal, county and state bonds for all sorts of improvements without thought that possibly the interest on this great public debt will be a menace to our continued prosperity. It is laudable to desire to build good roads costing from \$30,000 to \$60,000 a mile without giving thought to the fact that the interest charge on such expenditure would more than keep our country roads in better condition than they are today.

M. A. Beeson, of the Oklahoma Agricultural and Mechanical College, spoke on Practical Methods of Distributing Seed Wheat. After reviewing some of the recent work that has been done within the state in this line, he thanked the grain dealers and millers for the co-operation they have given his office, giving as one evidence of the facts that some good has been done, the statistics showing the state has moved from 20th to 10th place among the states of the union as a producer of agricultural products. He told of practical experiments with Kanred wheat which have given increased yields of 5 to 7½ bus. per acre, and said that if the same ratio of increase had been made on the total acreage last year the total increase would have been 18,000,000 bus., and that of better quality.

Mr. Beeson showed that several phases of the matter must be considered, and that the grain dealer and country elevator operator is logically the one who should handle the seed.

P. E. Goodrich, Winchester, Ind., pres. of the Grain Dealers National Ass'n, next addressed the dealers. First he spoke of matters of current interest to the trade, including the recent decision of a federal court to the effect that railroads must pay for lost or damaged commodities at the replacement value rather than at cost point of origin. He said that, while the Grain Dealers National Ass'n did not father the effort being made to obtain reimbursement for wheat losses in 1917 it is in favor of the project and stands ready to help.

The speaker then read the following address on "The Benefits of the Grain Exchange to the Grain Trade":

Political Agitation Against Grain Exchanges and Federal Wheat Grades.

You have vital questions to discuss here and I want to endorse what you do here and pledge to you the loyal support in your endeavors, of the Grain Dealers National Ass'n, with which all of you are affiliated and many are direct members and of which great progressive organization, I have the honor of being President.

There are only one or two phases of the grain trade, that I shall try to discuss at this time. There is a cry to reduce the cost of living and we are all blaming our neighbors and others because we must pay so much for the things we need and the things we want. It has been said, if we would buy only the things we need, the cost of living would come down almost immediately. But none of us are content to buy only the things we need and prices continue to soar. In casting around for a "goat" to burden with the high cost of foodstuffs, we find many political economists and those of socialistic tendencies have attacked various branches of business. But when they pause to catch their breath, there is always one agency, they train their guns one from the toy pistol of soap box orator to the big guns of the college professors, members of Congress or those wanting to go to Congress and that is the grain exchanges.

Grain Exchanges Necessary.—I have no interest in grain exchanges, do not have stock in any of them and my only interest in that branch of the trade there is as I believe, an absolute necessity for their existence. They

are, in my opinion, as necessary to the producers and consumers of grain as they are to the handlers of grain. I cannot see how it would be possible to market our great grain crops were it not for the opportunity afforded by these grain exchanges, which furnish the medium thru which the purchase or sale of almost unlimited amounts of grain for future delivery may be consummated.

Without this unrestricted market the risk of ownership would certainly be so great that the party with moderate means and limited opportunity to market his grains, would be forced to charge an exorbitant rate for handling the farmers' crop or be forced out of business.

The cash grain business is the foundation of the grain exchanges; without it, they could not exist and the true function of the exchanges is to make a market every business day of the year for all the grain offered for sale—not a part of it.

Our contention is, that from the time it becomes the property of the country grain buyer until it leaves the manufacturing plant that converts it into the finished product, no other commodity is handled with so little cost to the producer. If there is any profiteering in grain or grain products, it is after they have left the manufacturer's hands.

There is one feature of our business that is entirely overlooked by the opponents of the grain exchanges and that is the splendid collateral exchange certificates furnished in the handling of the rivers of grain that flow to market from July first to December 31st of each year, thus permitting the marketing of grain on an absolutely cash basis, and what is more important to the producers and consumers of the country, enables men of small means to engage in the grain business.

This opportunity of the poor man to enter the grain business has always tended to keep competition keen and insured the handling of grain at the lowest possible cost.

Federal Grades.—We are reasonably sure that if the Secretary of Agriculture decides the wheat grades in accordance with the testimony of nine out of every ten present at the Chicago hearing the rules will be left as they are. It appeared from the great interest the Minnesota state inspection department took in the proceedings that they were not so much in favor of changing the rules because they were unfair or not workable, as from the fact that the legislature of their state, it was charged to curry favor with the Non-partisan League, had established rules at variance with those established by the National government and they were desirous to induce the government to change the National rules to conform with theirs.

If we are to have federal grades at all, we must have them, first; fair as near as possible to all parts of the country; secondly, they must be stable and not change to meet crop conditions from year to year or the whims of political inspectors. If this is not to be so, then the fight of the various grain dealers ass'ns of the country for the past twenty years for uniformity is all in vain, as changing the National grades that can be altered whenever nature and her elements have changed the quality of wheat, so that grain, in a particular section of the country does not come up to the higher brackets in the rules. If under these conditions interested parties or political opportunists can raise a cry that the farmers in their domain are being robbed, production cut down and dire calamity predicted unless the rules for grading are lowered so as to permit a larger per cent of water, weed seeds and other foreign material in the better grades and make so much noise that the rules are changed to meet their views; then uniformity of grading is doomed and the sooner the whole scheme is abandoned the better and let each exchange of state make rules for themselves.

We should urge the Secretary of Agriculture to allow the present rules to stand for at least two years without change. And then any change made should be applicable to the whole country and not a section of it.

We imagine if our Minnesota and North Dakota friends would pay more attention to raising good wheat, cleaning and treating their seed wheat, and less attention to politics and socialistic propaganda, they would experience less trouble in producing No. 1 and No. 2 wheat under the present rules, of which others are not complaining.

Our politicians in state and national affairs are ever ready to lend a very attentive ear to the demands of organized labor.

Organized labor no longer asks to be favored but demand the things they want done by state and National legislatures. If you doubt it, but turn to the spectacle of our nation being held up at a time it was approaching great peril by the organized trainmen of the country in the passage of the Adamson Bill—as fine a piece of class legislation as ever passed by our National Congress. In my opinion the forerunner of much of the trouble since.

Our people need to stiffen their wills and demand that all this cease, and when they do our representatives in state and National government will realize that there is another voice besides the voice of the practical poli-

tion and the boys that fix things. Neither will they be willing to listen only to the organized labor of the land with their paid representatives in the capitals of the nation. They will realize that these two classes make up but a small portion of the citizenship of America and that the common every day worker on the farms, in the small towns, the country merchant, lawyer, banker and doctor of the nation have a part in our government and upon these folks depend the future of our nation, socially, morally and financially, and the stability of the republic rests not upon the loud-mouthed socialist, the wily politician or even organized labor with their retinue of officers, paid lobbyists, millions of money in their treasuries to support walking delegates, strike inciters and palatial headquarters in the industrial centers, but rather upon those in cities and towns, in factory or upon farms, in mercantile houses and the quieter walks of life, they are the brawn and brains upon which our nation must depend in time of stress. These people must and should receive consideration in shaping our laws in times of peace as well as in times of war.

So, I say, let us away from all this and return to the faith of our fathers, begin to look out for ourselves and cease to turn to Congress when something unusual presents itself, and let us as true Americans tackle the thing and surmount each difficulty as it presents itself with the laws we now have.

Pres. Randels appointed the following committees:

RESOLUTIONS COM'ITE: U. F. Clemmons, Marshall; H. Dittmer, El Reno; Dick O'Bannon, Claremore.

NOMINATIONS COM'ITE: R. E. Nelson, Clinton; Fritz Straughn, Oklahoma City; M. C. McCafferty, Enid.

R. F. Drennan announced that choice seats had been reserved for the grain dealers at Billy Sunday's tabernacle and would be held until 7:15.

Adjourned to Wednesday morning.

Wednesday Morning Session.

Pres. Randels called the meeting to order at 10 a. m. and introduced Ben E. Clement, Pres. of the Texas Grain Dealers Ass'n, who delivered an address on "Recovery for Loss Sustained on Account of Government's Price Fixing in 1917."

Mr. Clement's interesting address will be found elsewhere in this number of the Journal.

At the conclusion of his talk, Mr. Clement proposed a resolution to be considered by the Oklahoma Dealers stating that it is the desire of the Ass'n members that trading in wheat futures be resumed the same day the guaranteed price for wheat expires.

He further proposed that the Ass'n go on record as being opposed to the Buro of Markets functioning in the field of trade and commerce, and that that Buro resume its proper duties of advising the farmer on crops and conditions.

Mr. E. B. Shotwell, State Boys' Club Agent of the A. & M. College, Stillwater, Okla., was the next speaker. He said in part: In the boys of this state rest the future prosperity of this section. The boys on the farm are the boys we are teaching better farming, in all its branches. Grain, live stock raising, and gardening are taught these young farmers and remarkable work has been accomplished. You men are directly interested in this work and I would like to enlist your aid to help the cause along. Keep your interest in these boys, encourage them and urge them to enter the clubs in your own community with the spirit of other sections of Oklahoma.

Pres. Randels: I believe the Boys' club movement a very important factor in this state. I would like to see every man in this Ass'n get behind the movement.

J. S. Hutchins: I suggest that the matter be taken up at the afternoon session when we have a better attendance.

Pres. Randels: I should like to see a hearty support on the part of the members of this Ass'n and believe the matter would be better taken care of at the afternoon session. We want to raise at least \$200 for this work.

Meeting adjourned to 2:00 p. m.

Wednesday Afternoon Session.

The Wednesday afternoon session was called to order by Pres. Randels at 3 p. m., and Sec'y Prouty read the following annual report:

Secretary Prouty's Annual Report.

Twenty-three years ago beneath a box-elder tree in the City of Kingfisher the Oklahoma and Indian Territory Grain Dealers Ass'n was born. Little did the four men, who feeling that united efforts will accomplish more than can the individual, realize how this child of their thought was to grow strong in body and usefulness, until today, vigorous and awake, with far-reaching scope and influence it takes its place proudly among trade associations.

As time went on new members were added to the Ass'n as other grain men were impressed with the wisdom of co-operation and organization. At that time Kingfisher was the largest primary wheat market in the United States, surrounded as it was by fine farming country then untouched by railroads. Hundreds of wagons loaded with wheat plowed through her dusty streets to the little wooden elevators which were grouped along the Rock Island track. The problems which perplexed the Ass'n then are not the ones confronting us today.

Many dealers had not learned the value of the Golden Rule as applied to business transactions, and the Arbitration Board was one of the busiest adjuncts of the organization. The pest of the legitimate elevator operator was the scoop-shoveler, who was here today and gone tomorrow, but in the meantime had taken his toll. There were full years and lean years. Seasons when the Ass'n ship sailed proudly along, and seasons when she came near floundering upon the shoals.

When the history of this State is finally written, credit should be given to the pioneer grain dealer for much that tends to make Oklahoma one of the first States in the production of wheat. Inspired by a desire to have their State produce only the best, they brought a better seed wheat from far Russia to distribute among the farmers, thus raising the standard of crops in coming years.

The example which they set has been followed throughout the twenty-three years of Ass'n history, and better laws, a friendlier spirit of competitive co-operation and an earnest desire to perfect our organization has ever inspired all those who followed in the footsteps of the pioneers.

On June 10th, the trade including the producers, was called to New York to discuss rules and regulations, which had in tentative form been prepared by the Grain Corporation.

Following this came our effort of education through a series of district meetings in explaining and demonstrating the different grades and dockages that they might be applied at the country buying stations. The dockage and its application is one of the serious problems confronting the elevator operators.

Passing into July and thereafter came the establishing of embargoes resulting in the re-establishing of the permit system. In the meantime the Ass'n was putting forth its best efforts to combat these plans and operations, while the individual dealers whose elevators were full of wheat were making applications for permits to move grain regardless of preference in order to do business at all. There was no certainty under the individual permit system that the shipper would obtain either a permit or a car. However, the Ass'n was working for the elimination of the permit system trusting to providence in the clearing of embargoes.

Discount on mixed wheat at Gulf ports. In company with our president and others we held a conference with Mr. Plazzek, and later by wire and letter placed the matter before Mr. Barnes. We took the position that this was a discrimination against the State of Oklahoma, a large part of which produces mixed wheat and that this class of wheat is taken by mills and terminal markets for a higher price than soft wheat, but owing to our location and freight rates we could not reach these markets but must depend upon gulf ports. This was an unheard of situation with farmers protesting against our dockages of from two to four cents, when they knew that heretofore this class of wheat was selling in the terminal markets at from two to ten cents over soft wheat. We made an honest effort to rectify this, but nothing was accomplished to change the condition until after the Grain Corporation went out of the export market.

Surplus wheat held by individuals must needs be moved on account of damage by excessive and long enduring rains. The elevators were full, and on account of shortage of cars unable to move their wheat. A movement was started by allied forces, leading to the furnishing of cars to individuals in order that they could move their grain. This was a dangerous procedure, as grain shipped in damaged condition would be liable to heavy dockage when reaching market points. On the other hand, were the cars to be furnished to the elevator operators in order that they might empty their houses, they could dispose of it to a greater advantage, thus benefiting the general trade as well as the pro-

ducer. Our efforts in this direction met with success and we feel that this matter was worked out to the advantage of all concerned.

Rendering account sales on destination shipments: This is a question which is giving our shippers no end of trouble and applies largely on interstate shipments. Complaint after complaint has been registered with this office and investigation has proven a laxity on the part of the receiver in making prompt returns after the grain has reached its destination and has been inspected, weighed and unloaded. It appears to me that one of the necessary assets of a successful business, is promptness. Delay in sending account of sales breeds discontent and apprehension on the part of the shipper.

The refund to shippers of taxes assessed on freight paid on wheat moving for export, seems to be in a rather doubtful state as the Government has placed such restrictions thereon, that it is virtually impossible to comply with them and only through special legislation enacted by Congress can this be brought about. Those higher up know that it is a violation of the constitution to impose a tax on exports, yet they get around that by saying that as soon as a shipment of grain "comes to rest" it is not an export movement but a domestic one, and is, consequently, subject to the war tax. The whole trouble begins when they define what coming to rest means. The Government says it means that grain has come to rest when it is put into the export elevators. Of course, that is a ridiculous definition as every one knows export grain does not come to rest until it reaches its destination, which is in Europe, or wherever it is going.

The car situation has been a menace almost throughout the entire season. My observation justifies the statement that the carriers entered into the period of private control with an earnest desire to clean up and prepare for prospective business. However, the strike situation following closely upon this change of management has been a body blow to their good intentions. The mobilization of cars heretofore at this time of the year as proof of efforts towards preparation for the movement of the new crops, compared with the bareness of our sidings today brings us face to face with the results of Government control. Your Secretary has conferred with the rail officials relative to grain car situation in connection with the movement of the 1920 crop, and as they present it to me their activities are being seriously interfered with by strikes, scarcity of labor and insufficient material. Frankly, unless these conditions are eliminated the prospects of an improvement in the car situation is gloomy. The grain trade, as a unit, favors individual control of railroads, a conviction which has grown and deepened during the vicissitudes of Government operation.

If Government control has taught but one lesson to the grain trade, it is the necessity of keeping a complete record at the country buying stations of all grain purchased from producers. Undeserved refunds have frequently been ordered because the dealer had no records to show that his contentions were correct. While possibly he understood each transaction and could explain, to his own satisfaction, had his records been complete with proper notations as to quality and test, these complaints in ninety-nine cases out of a hundred would prove without foundation.

One of the offsprings of Government Supervision is the Nationwide agitation of co-operative organizations in commercial lines. Whether this will prove a success or not only time can tell. There is in the grain trade so much uncertainty, so much of the speculative feature, that knowledge of risks and possible results, and courage to face these results is necessary. Much thought and contemplation on the part of the farmers should precede a change, from experience and efficiency to the contrary in the marketing of their grain. Education along this line is expedient, and fuller knowledge of the work and methods of grain organizations would undoubtedly throw a different light upon the subject. We cannot remain blind to the fact that this is a problem the grain trade must face, and that wisdom and tact will be necessary in its handling. The labor of years may be overthrown in a moment.

The grain trade viewed from any standpoint is largely speculative, as there can be no stability in values or supply and demand. One must regulate the other and he who handles grain at any point from field to consumer must assume the risk which this business necessarily carries. The privilege, nay duty, of the grain dealer should be to impress upon the public the worth of his business and the far reaching service he performs when with efficiency and the investment of money and equipment he markets grain economically. For such service, involving speculation, losses and numerous risks he is surely entitled to a fair remuneration.

Wheat Claims of 1917: One of the big things in which the Ass'n is now engaged in conjunction with Kansas, Texas, Missouri and Illinois Ass'ns is an effort to secure Federal reimbursement of grain dealers for losses incurred on early wheat in 1917. There have already been filed over a hundred thousand dollars worth of claims with your Secretary and a

special committee has been formed, headed by Mr. J. W. Maney, to go to Washington at the proper time and present our claims.

Local meetings during the past year have not been as frequent as heretofore, which was not due to a laxity on the part of the Ass'n, but to regulations under which we were working and which superseded our usefulness. However, the time is at hand when this line of work must be taken up anew and with vim. Every dealer should make it a point during the coming year to attend as many of these meetings as possible, especially those held in his own district.

The future of the Grain Trade is at present a mystery which only time can reveal. Whether the coming months will bring weal or woe we dare not foretell, but face them with a firm determination to forget the unpleasantness of the past, only as we may profit by its lessons, and to put forward our best efforts for a successful fruition of our hopes and plans.

I wish to express my appreciation of the loyal support which has been given me by the Ass'n members and also of the interest of our President and his readiness to help and counsel whenever called upon.

Membership: We close the year with two hundred and twenty-two members upon our list, forty-three of whom are new since our last meeting. We have lost sixteen, leaving a gain of twenty-seven.

There are grain dealers in Oklahoma who should be in the Association for their own benefit and ours. Be a booster and bring them into the fold.

J. S. Hutchins, Ponca City, re-introduced the proposal that had been mentioned earlier in the convention to increase the salary paid Sec'y Prouty, and after telling of the excellent work that Mr. Prouty has done for the organization he moved that his salary be increased to \$4,200 per year, or \$350 per month. This was promptly amended to make the salary \$5,000 per year, and in its amended form the motion carried unanimously.

M. C. Cafferty read the report of the auditing com'te which approved as correct the following report of the treasurer as to the financial condition of the ass'n:

TREASURER PROUTY'S REPORT.

May 1st, 1919, to May 1st, 1920.

Receipts from all sources	\$5,216.62
Expenditures:	
Office rent	\$ 246.36
Traveling expenses	604.66
Telegraph and telephone	203.61
Paid National Ass'n dues	183.00
Postage, printing, stationery	176.10
Expense last annual meeting	158.72
Secretary's salary	3,000.00
Office help	150.00

Total expense	\$4,722.45
Balance	\$ 494.17
Due from quarterly dues	110.00

It was moved by Mr. Hutchins that the annual dues be increased by the board of directors to return a sum sufficient to pay the increased expenses of the ass'n. The motion was carried.

The report of the resolutions com'te was read by Chairman U. F. Clemons, of Marshall, and the following resolutions were adopted:

Resolutions.

Oppose Government Interference.

Resolved, That the Oklahoma Grain Dealers Ass'n, in convention assembled at Oklahoma City, on May 19, 1920, is unalterably opposed to any government interference in business, now that the war is over. We oppose any extension of the guarantee in wheat after the Wheat Guarantee Law of 1919 expires by limitation on May 31st.

We believe that the patriotism, the business sagacity, the ability and the initiative of the American business man will be able successfully to cope with any emergency or any economic situation that may arise in the troubled years of reconstruction that lie immediately before us. We know that the grain handling machinery of this country can and will function both in the cash and future markets, if left to itself and if permitted to operate under the laws of supply and demand.

While we recognize that conditions since our entry into the war are abnormal and are likely to remain so for sometime, yet we have unbounded faith in the ability of the grain trade to surmount all obstacles and to conduct the cash and future wheat markets with efficiency and satisfaction to the country as a whole. Government control of the wheat market through a price guarantee was a war measure to which we as patriotic citizens bowed, but the time has arrived when the genius of the American business man should be left to meet and solve the grain problems without the pa-

ternalistic aid of the Government. Therefore, be it

Resolved, That as a means to this end, that it is the sense of the Oklahoma Grain Dealers Ass'n that the future markets in wheat should be opened with the expiration of the government guaranty, and that after opening, should be free from interference and restriction; but should be left free to record conditions as they are or as they may develop since an unshackled market is the only market that can or will reflect values.

Resolved, That a copy of this resolution be sent to President Wilson, Julius H. Barnes, Pres. of the United States Grain Corporation, and to each member of Congress.

Dep't of Agriculture in Business.

Whereas, The continued activities of the Dep't of Agriculture of the United States government along the line of invasion of private business, particularly through the activities of the Bureau of Markets, these activities becoming more and more apparent, and widespread, evidencing more and more a determination on the part of the Department to substitute the political middleman for the commercial middleman; therefore, be it

Resolved, That the Oklahoma Grain Dealers' Ass'n in convention assembled calls upon the Dep't of Agriculture at Washington to cease its commercial activities and confine itself to the proper functions of the said department, which said functions in no way relate to trade or traffic in farm products, but relate wholly and solely to production; therefore, be it

Resolved, That it is the conviction of this Ass'n that the Dep't of Agriculture of the United States government in its proper activities is one of the most valuable institutions of this government when it performs its proper function of scientific investigation and instruction; but that it is a menace both to the good of the producer and private business when it departs therefrom.

Resolved, That a copy of this resolution be forwarded to the President of the United States and to the Secretary of Agriculture.

Wheat Loss Claims.

Whereas, In the year 1917 the price of wheat was fixed by the government; and

Whereas, By reason of such price fixing policy of the government there were heavy, unjust and unwarranted losses sustained by the grain dealers and producers of this country.

Resolved, That it is the sense of the Oklahoma Grain Dealers Ass'n in convention assembled that such losses should be paid by our government.

Resolved further, That H. B. No. 13481 and S. B. No. 4196, already introduced in Congress providing protection for both grain dealer and producer, be commended to the Senators and Representatives of this state for their earnest consideration and support, and that a copy of these resolutions be forwarded by our secretary to each Senator and Representative from Oklahoma.

Mr. McCafferty read the report of the rules com'te, and the following substitute for Rule 25 was adopted:

Rule 25. Rendering Account Sales: It shall be the duty of the receiver to mail account sales within thirty days from date of unloading at destination. It shall be the duty of a broker or middleman to mail account sales within ten days (10) after receipt by him of complete account sales from wherever due. If not mailed within the time above specified the purchaser must pay the seller \$1 per day for every day thereafter until mailed, provided that the penalty may be remitted by the Arbitration Board. It shall also be the duty for the broker or middleman to use due diligence in securing account sales promptly from his purchaser.

Upon motion by Mr. Hutchins, Rule 23 was amended to make a carload of wheat 1,100 bushels instead of 1,000.

The report of the arbitration com'te read by Mr. McCafferty showed that 23 cases had been filed during the year, that 9 have been decided by the com'te and 14 settled thru the good offices of the sec'y without formal submission to the com'te.

The report of the nominations com'te was read by Chairman Nelson and the following officers were elected:

Pres. W. M. Randels, Enid; vice-pres., R. E. Nelson, Clinton; sec'y-treas., C. F. Prouty, Oklahoma City.

Directors: M. E. Humphrey, Chickasha; C. W. Goltry, Enid; Fritz Straughn, Oklahoma City; L. E. Bouquet, Woodward; Dick O'Bannon, Claremore.

Arbitration com'te: M. C. McCafferty, Enid; K. E. Humphrey, El Reno; R. H. Conyers, Oklahoma City.

Upon motion by Mr. Prouty, Musson & Gayle, of Oklahoma City, were appointed the claim advisers of the ass'n. Mr. Gayle, who

was present, explained something of the work his firm is prepared to do for members of the ass'n in checking freight bills and collecting claims, and he stated that the charge for the service will be 10% of the amount collected.

J. H. Whitehurst, pres. of the State Board of Agriculture, addressed the dealers on various matters, stating, among other things, that in his opinion it may or may not be an opportune time to resume trading in wheat futures, but that it is certainly an opportune time to get rid of Mr. Barnes and the rules that have excited farmers unduly to think that grain dealers and Mr. Barnes have been in collusion.

The speaker advocated the use of better seed, and said the Board is endeavoring to devise a plan for bringing about the use of better seed, and asked the dealers to cooperate to eliminate the unsatisfactory features of the present situation. He also attacked the system of freight rates which operates to the disadvantage of Oklahoma at the benefit of other states, and argued for the use of a rate basing point located within the state. He said agricultural products should have the right of way in the banks, and urged that the grain dealers and millers of the state give earnest consideration to the building of large terminal elevators in Oklahoma.

Mr. P. L. Jacobson, of Oklahoma City, outlined some of the plans that are being made to build a reinforced concrete terminal elevator at Oklahoma City with a capacity of 1,250,000 bushels and distributed circular matter descriptive of the project. He asked that each dealer express his opinion of the undertaking and to signify whether he will support it.

Mr. McDougall, superintendent of the Panhandle division of the Rock Island, spoke frankly on the transportation situation and its perplexities and difficulties. He pointed out that the grain dealers can help materially by loading to full capacity the cars that are available and by loading and unloading these cars promptly. He said, however, that he does not think there will be a much greater supply of cars this season than last, and that the situation probably will not be materially improved.

The request of the Boys' Club authorities that the ass'n contribute \$200 to the work for the next year was presented, and the full amount was subscribed very quickly.

Adjourned *sine die*.

Convention Notes.

From Omaha came Frank Foltz.

Minneapolis was represented by S. E. Trask.

The one Illinois man present was Fred Collings, of Alton.

John R. Wilson and Cecil Munn, of Munn Brokerage Co., Little Rock, came.

Each dealer was furnished with a booster hat by the Baker-Evans Grain Co.

Major Moberly, of W. H. Bartz & Co., Des Moines, was the only Iowa man present.

The merits of the port of New Orleans were told by C. F. Sanford, sup't of the Public Elevator.

A total of 417 dealers registered and received identification badges furnished by the Grain Dealers Fire Ins. Co.

Tennessee men present included Lee D. Jones, Walter M. Browne, James E. Carlton, and E. L. Throgmorton of Memphis.

More ladies enjoyed the convention than ever before and all declared that henceforth they would claim membership at least once a year.

Chief inspectors from outside markets who attended the convention were H. A. Wickstrom, Galveston; and Clarence Roberts, Sherman, Tex.

Chicago grain men present were C. H. Thayer; J. P. Leiss, E. K. Nevling, C. F. Thompson, and F. A. Miller, representing J. E. Bennett & Co.

Officers of other ass'ns who attended were P. E. Goodrich, Winchester, Ind., pres. Grain Dealers National Ass'n, and B. E. Clement, Waco, Tex., pres. Texas Grain Dealers Ass'n.

Insurance and bag men present were W. H. Ingalls, Millers Mutual Fire Ins. Co. of Texas; F. S. Rexford, Grain Dealers Nat'l Fire Ins. Co.; Adolph Mayer and C. F. Smith; L. M. Frierson; W. H. Todd and James H. Compton.

From Kansas came H. Work, Ellsworth; E. A. Mowery, Hutchinson; John B. Woodward, Emporia; A. J. Moore, Caldwell; C. C. Smith and C. W. Flood, Conway Springs; A. T. Harris, Winfield; and H. C. Ware, Caldwell.

The St. Louis delegation included: T. M. Scott and Fred K. Fisher, repts. Picker & Beardsley Commission Co.; J. R. Bailey, repts. Marshall Hall Grain Co.; Paul Laidey, Ichtertz & Watson; P. C. Knowlton of Goffe & Carkener; W. M. Patterson.

Texas dealers present included R. D. Field, Hedley; Royce Dorsey, R. M. Kelso, F. J. Fitz Patrick of Fort Worth; A. F. McDowell, Wichita Falls; Claiborne Adams, El Paso; A. G. Schuhart, Dalhart; E. W. Harrison, Hereford; and W. F. Peugh, Higgins.

On Wednesday noon a number of the dealers were entertained at luncheon by the Kolp Grain Co., and the Perkins Grain Co., and would you believe it, Mr. Perkins was so excited he brot his night cap in a grip. Every one enjoyed the affair but Tod Sloan.

Souvenirs given out included a bottle opener by the Blood-Pickerill Grain Co., of Wichita; a key purse by the Sun Grain & Export Co.; and memorandum books by the Terminal Elevators, of Kansas City; C. C. Smith Wholesale Grain Co.; and the Warwick Grain Co., of Wichita.

The dealers and their ladies were entertained at a banquet served in the rooms of the Chamber of Commerce Wednesday evening. The attendance exceeded that of any previous similar event held in connection with the Oklahoma convention and the splendid repast was thoroly enjoyed.

Supply trade men in attendance: O. C. Trapp and G. E. Winslade of Trapp-Gohr-Donovan Co., with a working model on display; F. S. Harshbarger representing the Globe Auto Truck and Wagon Dump with a model; G. G. Price of the Howe Scale Co.; I. D. Allison, of White Star Co.; and J. F. Peck.

Several of the ladies accompanied their husbands to hear Billy Sunday gather the sheep into the fold. The Oklahoma City ladies entertainment com'te consisted of Mrs. R. H. Drennen, Mrs. Chas. B. Cozart, and Mrs. Fred Straughn. Sixty-five ladies attended the convention and were well entertained by the Oklahoma City grain dealers ladies. A luncheon was served for the ladies exclusively on Tuesday at the Chamber of Commerce and all attended the matinee.

Kansas City receivers included: C. W. Avery, of Thresher-Fuller Grain Co.; Henry Bird; F. D. Bruce, of Bruce Bros. Grain Co.; E. R. Bedell; D. L. Croysdale, Croysdale Grain Co.; G. Dilts; L. A. Fuller; W. C. Fuller, repts. Addison Grain Co.; F. B. Grodrey; D. C. Hauck, repts. Moore-Lawless Grain Co.; J. H. Hollister, repts. S. H. Miller Grain Co.; E. E. Klecan; J. F. Leahy; W. J. Mensendieck, of Mensendieck Grain Co.; Wm. Murphy. E. C. Meserve, Jr., Hall-Baker Grain Co.; Harley J. Scott, Terminal Elevators Co.; Tod Sloan, repts. B. C. Christopher & Co.; C. G. Smith; C. E. Stuart, repts. Ernst-Davis Commission Co.; W. C. Van Horn, repts. Goffe & Carkener; H. F. Varnock.

Railroad men were again in evidence looking for business, for the first time in several years. These men were on the job for their respective lines: H. H. Alfrey, scale inspector, Rock Island; Geo. A. Frederick, I. & G. N.; Jas. F. Carlton, A. B. & A.; M. C. Bailey, T. & P.; E. G. Waring, Gulf Coast Lines; and H. D. Butts, Santa Fe.

The Wichita market was represented by A. F. Baker; E. F. Beyer, of the Beyer Grain Co.; Clark Burd and C. O. Burd, of Clark Burd Grain Co.; Geo. H. Ricker, of C. M. Clark Grain Co.; H. L. Christy; Chas. L. Carroll; J. W. Gebhardt; J. R. Harold, Red Star Milling Co.; Geo. Koch, of George Koch Grain Co.; C. B. Moore and Stanley Williams, Wichita Flour Mills Co.; G. C. McWethy, of the H-Q Grain Co.; Jesse Nebergall, of the Wichita Grain Co.; S. A. Poe; G. W. Penney; J. K. Pickerill, of Blood-Pickerill Grain Co.; R. W. Smith, of Smith Elevator Co.; J. A. Woodside; and H. J. Williamson, of the Williamson Grain Co.

Better seed for wheat for the state is the objective of Sherman Krisher and H. O. Thomas, graduates of the agronomy dept of the Oklahoma Agricultural and Mechanical College. These two young men were in attendance at the convention soliciting the support of the grain dealers of the state in their effort to introduce pure strains of seed among farmers. It is their purpose to locate fields of pure Kanred wheat, making field tests while the crop is growing, and then by having a representative present at the time of threshing to give assurance that the seed obtained is not contaminated in this process. The seed will be bagged at the threshing machine, and tagged for identification. Samples will be sent to the state seed laboratory for further testing as required by the seed law of the state and certification tags will be furnished to be attached to the bags. The actual distribution of the seed to farmers will be accomplished by offering it for sale thru operators of elevators in each locality.

The large representation of Oklahoma shippers included: S. G. Ambrister, Norman; J. W. Baerle, Lawton; E. O. Billingslea, Frederick; W. M. Black, Arapaho; A. T. Black, Chattanooga; J. W. S. Bower, Muskogee; W. E. Britton, Moorewood; J. R. Brookshire, Welch; S. F. Campbell, Fairland; G. M. Cassity, Tonkawa; A. C. Chesser, Devol; U. F. Clemmons, Marshall; A. C. Comstock, Elk City; W. H. Creech, Ingersoll; C. H. Cox, Carmen; D. J. Donaho, Ponca City; T. E. Davis, Davis; O. Dow, Okarche; H. Dunn, Rocky; J. W. Duvall, Laverne; B. Ebert, Hitchcock; J. W. Enochs, Temple; C. E. Foster, Okarche; H. L. Francis, Kingfisher; Roy Frymire, Lawrence; J. H. Gerken, Garber; Murry F. Gibbons, Purcell; W. S. Gregg, Crescent; C. F. Greenwood, El Reno; T. E. Gwaltney, Durant; J. Hanna, Rocky; G. E. Harris, Canute; H. Hunter, Okarche; H. O. Hurst, Claremore; J. S. Hutchins, Ponca City; Geo. L. Hyde, Shattuck; H. F. Idiker, Lamont; C. T. James, Gage; J. E. Jarvis, Isabella; E. W. Johnston, Pond Creek; G. W. Johnston, Fairview; H. G. Jones, Hydro; C. B. Kellogg, Henryetta; R. C. Kobel, Boynton; F. J. Kroutill, Yukon; A. R. Lankard, Kingfisher; Lloyd Laughlin, Gage; R. L. Lockstone, Weatherford; S. T. Love, LaVerne;

Ernest V. Mashburn, Shawnee; W. D. Matthews, Mangum; J. J. McAnaw, Walters; John McCrady, Yewet; F. R. Milburn, Fairland; F. L. Milburn, Fairland; E. J. Miller, Perry; F. A. Miller, Dover; W. H. Moore, Guthrie; R. E. Nelson, Clinton; P. G. Newkirk, Clinton; C. A. Nunn, Porter; W. E. Oakes, Mangum; W. T. Oakes, Ponca City; Dick O'Bannon, Claremore; F. Y. O'Bannon, Claremore; J. N. O'Brien, El Reno; F. G. Olson, Guthrie; A. J. Orr, Cordell; A. K. Parlour, Billings; H. Peepers, Apache; M. E. Pennington, Kingfisher; R. H. Pierson, Woodward; C. A. Johnson, Woodward; J. S. Pilkenton, Apache; J. H. Pruitt, Lindsay;

O. W. Regg, Altus; B. Rhodes, Kremlin; C. W. Richardson, Vera; F. Ringelman, Geary; G. C. Rhoades, Kremlin; O. Robinson, Gage; Geo. Rohland, Chelsea; F. H. Sanders, Minco; R. E. Scrubbs, Minco; F. H. Sell, Fairmont; P. M. Shields, Hollis; E. J. Shields, Marlow; W. E. Shephard, Hobart; J. M. Shornden, Ponca City; D. B. Sibley, Guthrie; G. R. A. Spottswood, Norman; H. Stauffacher, Blackwell; C. H. Stevens, Jet; J. W. Stewart, Chelsea; L. O. Street, Woodward; W. A. Teter, Sharon; F. G. Thomas, Guthrie; J. R. Thomas, Carnegie; L. L. Thorn, Ryan; R. W. Treeman, Perry; D. Vollmer, Anadarko; J. J. Wallace, Snyder; B. W. Waring, El Reno; E. J. Webb, Sulphur; E. C. Wagener and H. H. Wagener, Walters; H. Wells, Washington; F. A. Wheeler, Wa-

tonga; S. F. White, Leedy; J. W. Williams, Wayne; F. H. Wilson, Garber; C. J. Wolaver, Perry; J. L. Woody, Madill; J. A. Wyckroff, Morland; A. D. Young, Nowata; F. Zobisch, Hinton; H. V. Zobisch, Geary; Paul Zobisch, Butler; A. T. Black of Chattanooga.

Enid grain dealers present were: H. Webster, of Munn Brokerage Co.; J. R. McKnight; W. M. Randels; Ben U. Feuquay; J. H. Shaw; M. C. McCafferty; John Klandes; J. T. Lankford; W. B. Johnston; A. R. Hacker; C. W. Goltry; B. G. Estill; L. V. Estey; D. M. Dodge and Marvin Allen, of Armour Grain Co.; T. Conner Cones; and H. Ames.

Protest Tax on Exchange Sales.

On May 18, in Washington, D. C., the House Ways and Means Com'te conducted a hearing on the soldiers' bonus bill.

Caleb H. Canby, former pres. of the Chicago Board of Trade, in behalf of the Chicago Board and the Minneapolis Chamber of Commerce, opposed the proposed tax on dealings in grain futures and urged the elimination of the tax of 2 cents on each \$10 worth of sales from the soldiers' bonus bill. It was his opinion that the imposition of such a tax would be ruinous and destructive to the grain market, and that the amount of revenue produced from such a tax would not be sufficient to justify the risk of disrupting the grain trade.

Elmer Schlesinger, a Chicago attorney, appeared as attorney for the Chicago grain interests. It was his conviction that the proposed tax, amounting practically to a levy of two-thirds of a cent per bushel, would hit hard at the smaller dealers doing business on a narrow margin, and he predicted that it would go far to disrupt the system of distributing the country's grain supply.

Com'tes from other stock exchanges were also present to voice their protests. Protests came in by mail and wire, also. The Omaha Grain Exchange sent a telegram to Senators Hitchcock and Norris, and to Congressmen Reavis, Jeffries, Evans, McLaughlin, Andrews and Kinkaid, in which they named the tax "unjust and discriminatory." They called attention to the fact that such a tax would increase the present tax one thousand per cent and be so burdensome as to jeopardize all trading and make it impossible to hedge actual grain sales legitimately, thereby adding to the present unsettled financial situation.

It was the general opinion of the witnesses that dealings in futures have a stabilizing influence on the grain market, and that no steps should be taken penalizing traders.

However, members of the ways and means com'te indicated that they had no intention of heeding the protests, and very likely, the bill would be presented to the House on May 21 with no alteration in this particular.

THE INTERSTATE COMMERCE COMMISSION has ordered thousands of freight cars rushed to the food producing sections of the middle west, where the car shortage has caused a large accumulation of grain and other products, according to Chairman Esch, of the Interstate Commerce com'te, recently, who is of the opinion that the car shortage situation will be improved greatly within a short time.

THE CEREALS CHIEFLY CULTIVATED in Macedonia are wheat, maize, barley and oats. Cultivation of these is carried on in limited areas and by primitive methods. There is little or no rotation of crops. Sometimes the seed is scattered over the stubble and ploughed in, and again sowing is accomplished by making a hole with the big toe for each grain. The grain is reaped by hand, and threshing of the unbound sheaves is accomplished by the tramping of oxen, cows, donkeys, and ponies, over the threshing-floor of hardened mud, dragging after them a part of a tree-trunk, acting as a wooden roller, or a piece of flat timber like a sledge, turned up in front with a man or children sitting upon it. In winnowing, the mixture of grain and straw is thrown up into the air with pronged forks or with wooden shovels.

Missouri Dealers Annual Meeting

The sixth annual convention of the Missouri Grain Dealers Ass'n held at the Coates House, Kansas City, May 13th and 14th, was of deep interest to country shippers so each session was well attended.

Pres. J. J. Culp called the first session to order at 2 p. m. Thursday and introduced Rev. James Small, who delivered the invocation.

B. F. Hargis, vice-pres. of the Kansas City Board of Trade, welcomed the visiting dealers on behalf of the Board of Trade members. He explained that the Pres. of the Board of Trade sent his welcome, altho unable to attend the meeting owing to his illness. Mr. Hargis, who had attended the meeting in Chicago on May 7th on the proposal to resume future trading in wheat, remarked that the outcome of that meeting had been satisfactory and that all the Grain Exchanges were in favor of resuming trade in futures because they felt it was necessary for the proper financing of the coming crops. He said:

Wide and rapid fluctuations amounting to as much as 25c in one day might result disastrously. Some of the factors hazardous to the resumption of trade in wheat futures are the very uncertain condition of the transportation facilities of the country, the concentrated foreign buying by the British Royal Commission, ocean tonnage situation and the unsettled condition of the foreign exchange.

By all who have given the subject close study, including departmental heads, bankers, grain merchants, mills, bakers, flour jobbers, exporters and warehousemen, it is well understood that a futures market is necessary for the financing of the coming wheat crop. Without futures as a safeguard the inevitable result would be that the seasonal surplus movement would sell to the country grain merchant at a discount wider than usual under the terminal market price. The terminal merchant would necessarily have to buy very sparingly and practically only as he could effect sales in order to insure himself against possible losses.

In other words, the large elevators and mill warehouses at assembling points, which are called terminal markets, do not carry wheat which is not long and speculatively held by the owner but almost invariably these stocks are accumulated when the rush season is on and when of course the receipts from day to day are in excess of milling and export requirements.

Banks are loath to extend their usual liberal credits on grain except where conditions are such that their security cannot be impaired by either declines or advances and it seems that such a condition can be created and maintained only by the operation of a futures market.

Grain exchanges have also to give consideration to the unusual overseas condition where many countries, in fact, practically all of Europe, has subsidized bread, which means that the governments of the respective countries absorb the loss between the cost of their wheat and flour and the lower values at which they distribute to the public. The buying in these countries is in the hands of commissions and these commissions would be the judges of when it was advisable for them to enter the market for supplies and when to withdraw from the market. From this it is very readily seen that during periods of anxiety they might enter our futures markets and purchase in such quantity as to result in very radical advances.

On the other hand, withdrawal of purchasing or even an announcement that their requirements had been obtained, would then result in very sharp declines. Without the speculative element as a cushioning influence no futures market could be safely maintained, as it is very apparent that during the surplus rush season hedging would be almost entirely on the selling side while at the expiration of the rush season and when mill's and foreigners begin to draw on terminal supplies, hedging would be on the buying side and the very intent and purpose of hedging safety would be destroyed were it not for the trading done by the spreader and so-called speculators which merely means that men have different opinions as to the value of cereals and that these men in reality carry the crops through hedges for all people dependent on the United States for breadstuffs.

The car situation is probably more serious now than at any time in the past. The new crop will soon commence to move and there are still large stocks of old wheat in Missouri out-

side of the terminals. Kansas has 27,000,000 bush, which represents \$97,000,000. The small banks cannot afford to extend further credit on this stored grain, and the only solution is to get box cars and get them immediately. The I. C. C. has been actively interested in this situation and is endeavoring to secure relief. It states that by July 1, the situation will be taken care of.

An additional hazard to opening the wheat future markets is the concentrated foreign buying. The British Commission virtually controls the breadstuffs situation of the world. Great Britain, France, Italy, Portugal and Spain have subsidized bread, selling it below cost to the people and the various governments absorbing the difference. This has taken the people's personal economy away and the concentration of these foreign countries in their buying—all thru the British Commission, has killed foreign competition in the American markets for breadstuffs. It is obvious that such a buying power could jeopardize the future markets of this country. However, we hope that such rules and limitations will be placed on the markets when opened to future trading that this danger will be eliminated. The grain trade is handled on the narrowest margin of any trade in the world, and it is necessary to have free and open competition to protect the producer, buyer and consumer.

Pres. Culp responded to the address of welcome and briefly reviewed the work of the Ass'n during the past year.

Chas. Quinn, sec'y of the National Ass'n, was the next speaker. Among other things, Mr. Quinn said:

The Grain Exchanges of the country are in no small predicament with reference to the resumption of future trading in wheat. The world is in a state of chaos, and if trade is resumed in futures there is nothing that can prevent wide fluctuations. These wide fluctuations would be immediately pointed to as the "manipulation of, or the gambling in, the markets." These claims would come from the socialistic class and the ever-erring newspapers. The transportation situation is bad, and the Chicago market could be cornered by transportation alone. Grain men who have given our problem much study will agree that transportation is the key-note to the whole situation. The country is short approximately 250,000 box cars today. If all the car shops worked to capacity they would only be able to build 100,000 cars per year, and in the meantime 50,000 cars, a yearly average, would be discarded. It would take five years to catch up to the normal supply of cars. The problem will only be solved by bringing to the attention of the I. C. C. and Congress the necessity of preferential movement of certain classes of freight.

Mr. H. L. Goemann, chairman of the transportation Com'te of the G. D. N. A., has written me asking that I get the Missouri Grain Dealers Ass'n to express an opinion on the change proposed in the minimum car loading space from top of grain to roof of car. The present rule says, "cars must be loaded to within 30" of the roof," and it is proposed to change this rule to 24". The question is whether a representative sample of grain can be secured from a car loaded so close to the roof.

One of the greatest victories the grain trade has ever gained over the railroads came on Jan. 13, by the decision of the I. C. C. docket 9009. This forces all railroads to accept loss and damage claims when the shipper can show reliable weights at origin and at destination. This recommendation by the I. C. C. will go into the railroad tariff. The next question is whether the shipper has adequate weighing devices, and it resolves itself into a matter of policing your scales. When the scale question is settled to the satisfaction of the carriers, the whole matter will have been adjusted.

Another matter before the I. C. C. at this time is the payment of losses based upon re-

placement value rather than invoice value. The latest court decision shows that payment should be based upon the replacement value but the railroads refuse to recognize this decision.

With reference to the maintenance of tracks and spurs and the cost the railroads are attaching to leases. The carriers are required to pay for the construction and maintenance and the leases have been boosted 300% 400% and 500%.

Pres. Culp opened the meeting to discussion of the 24-inch loading proposal.

E. E. Marlow: I never heard of the existing 30-inch rule, but I believe 24 inches would be too close to roof of car to get a proper sample.

D. B. Sailor: Suppose you were loading wet corn, wud not this proposed rule work a hardship? Cars furnished us are all right for loading marked capacity without even reaching the 30-inch line.

J. E. Bridges, Fayette: My opinion is that 30 inches gives little enough space for securing a representative sample. Rule should stand at 30 inches.

W. H. Hurley, Clinton: We should recommend that the space be not less than 30 inches. In some markets unless the samplers have sufficient room to secure a fair average sample they will mark the car "too full for inspection." I believe we are courting trouble if we allow this 24-inch rule to go thru.

Mr. Quinn: Samplers are taking advantage of even the 30-inch rule often reporting the car, "too heavily loaded to secure sample."

John Dower, Weighmaster, St. Louis Board of Trade: From the weighing standpoint, the car loaded so near the roof is unsatisfactory because the top door board must be pushed in. The inspectors do not have the facilities to replace these boards, so do not knock them out. I think the space between grain and roof should be at least 30 inches.

Pres. Culp: I know of a case where the railroad would not pay claim where grain had leaked over the top of grain door.

D. B. Kevil, Sikeston: I move a resolution be drawn up putting this Ass'n on record as opposing any change in the minimum loading rule. Motion carried.

Mr. Bridges: With regard to railroad leases and spur installation, I have a matter up with the M. K. & T. to extend my spur track to twice its present length in order to give me twice the loading capacity I now have, for they allow my plant only one switching a day. The railroad so far has refused to comply altho we offered to buy the right of way. I want to know how to get more track room.

Mr. Quinn: There are hundreds of such cases and this is a problem that the Nat'l Ass'n has up at the present time. We want to establish a branch to adjust such matters between shippers and carriers.

J. W. Shorthill, Omaha, addressed the meeting on the problems of the day. He said in part: In spite of the past five years of uncertainty, never before have you had the amount of uncertainty surrounding your business that confronts you at present. One of the most serious problems confronting you is the transportation service, which is menacing not only the grain business, but every business and every industry the nation over. Shifting of cars from one class of trade to another will not remedy the situation, which is caused by such a great shortage of equipment. The shortage is not alone in box cars, but the railroads today are short 3,000 locomotives, which are needed more than box cars. With a shortage of 200,000 cars there are orders in today for only 27,000 new cars.

Big business is in the same position as little business. The railroads can not borrow enough money. They can't build the equipment until they get money from increased rates and can't haul the freight to secure the increased rates until they secure equipment. When we hear talk of profiteers I often think that it will be a decidedly unfortunate thing if big business

interests have not been able to pile up a little money. For three years we will have an unsettled period, and after that time I hope that we will all be able to make a real start.

Pres. Culp: We will now hear the report of the Transportation Com'te.

C. A. Morton, St. Louis: The com'te has no special report to make, there being nothing during the past year of general interest handled by the com'te.

Mr. Dower: The victory for the shipper in docket 9009 recently spoken of means that the shippers will have to find how efficient their shipping scales are and the railroads at this time are making a survey of the shippers' scales.

Pres. Culp: Can you give us the number of the bulletin "Adequate Scale Facilities and Equipment"?

Chas. Quinn: The Document may be obtained from Office of Supervisor of Documents, Government Printing Bureau, Washington, D. C., at 5c per copy.

Mr. Carpenter, Fairbanks, Mo.: How can I procure grain doors? I put in my application early, but can get no action.

D. B. Sailor: What has caused the farmer to enter the grain business?

Pres. Culp: We believe it is wrong for the government to enter into commercialism or to urge the farmers, thru any one branch of the government, to do so.

A Dealer: Kansas farmer-grain-dealer problem has been solving itself and the idea is moving south to Oklahoma and Texas. The farmer who lives to himself most of the time has lots of time for thought. He often feels the desire to go into business and the thing he knows most about is grain and hay. He joins with others and a company is formed. If the manager does not make a showing the first year he is supplanted, and if he does make a showing he is soon wondering why he has to work for a bunch of farmers when he can make the money for himself. This often leads to breaking up the business. Then again, often the inner circle of the co-operative organization will want to take charge. The farmer's experience in the grain business generally means less dollars to him in the long run, for they have always paid more for the privilege of marketing their own grain than they ever paid the regular dealer to do it for them.

Pres. Culp: We are in favor of anyone entering the grain trade who will conduct his business along legitimate lines, and we welcome co-operative concerns to our Ass'n.

The following com'tes were appointed:

Nominations: W. T. Lingle, Bethany; Claude Morton, St. Louis; A. E. Klingenberg, Truesdale.

Auditing Com'te: W. H. Hurley, Clinton; D. L. Bover, St. Louis; D. H. Woolridge, Kansas City.

Resolutions Com'te: Cecil Wavland, Carrollton; W. W. Pollock, Mexico; Chas. Quinn, Toledo.

Mr. Shorthill: I would like to know if Missouri farmers anticipate cutting down their production.

Representative of Bureau of Markets: Cattle production is going to be less, but hogs will be increased 50% over last year, and sheep will show some increase. According to the Michigan Farm Bureau Federation 11,000 farms will lie idle this year in that state.

Meeting adjourned until Friday morning.

Friday Morning Session.

Ben E. Clement, Pres. of the Texas Grain Dealers Ass'n addressed the meeting on, "Wheat Claim Losses in 1917." His address is published elsewhere in this number.

E. J. Smiley, Sec'y of the Kansas Grain Dealers Ass'n, called attention to the large stocks of grain still in Kansas elevators and on farms. The car shortage will be felt even

more deeply when the new crop starts to move within the next 45 days.

Mr. Clement reflected the advantage the miller had over the grain dealers in connection with the Grain Corporation and Food Administration. I do not hold this against the millers, for this was due to their superior organization. They maintained a lobby in Washington all during the time the wheat guaranty bill was being considered and they saw that their interests were completely protected.

I read an article in a local paper this morning telling of an organization which has for its object, the elimination of cumbersome methods of marketing farm products including grain, and recommending a Bureau of Agricultural Economics. This is aimed at the middleman with the ultimate idea of throwing him out of business machinery. I do not have to repeat the arguments and proofs to defend the middleman, you all know him to be a necessity. Still we are confronted with a socialistic trend in the nation's affairs which aims to do away with all of us. We are taxed to maintain the Bureau of Markets for both the United States and our own state, and the employees are preaching night and day the elimination of the middleman. I suggest that this meeting adopt a resolution protesting against the government Bureau of Markets propaganda to eliminate the middleman.

In my state there is still 22,319,000 bus. of wheat in farmers' hands and in country elevators, and with the amount of the old crop still stored in terminals and mills the total figure would reach 26,000,000 in all positions. It would take 18,000 box cars of 80,000 lbs. capacity to move this grain. The crop in Kansas this year will be about 95,000,000 bus. and will commence to move in about 45 days. The result of this situation will be hard to foretell, altho the meeting on May 17, called by Mr. Barnes may devise a remedy. I have high regard for Mr. Barnes. But I fear further control by the Government. In any event action must be taken or there is a possibility of more grain men going into bankruptcy during 1921 than in 1917.

Owen L. Coon, of Chicago, delivered an interesting talk on "The Settlement of Railroad Claims." From his remarks we take the following:

Railroad Claim Records.

Under the decision of the Interstate Commerce Commission in docket 9009 the railroads must furnish grain-door lumber and all accessories for cooping such as nails, calking paper, etc. If you are furnishing any of this equipment the railroad should reimburse you. But in making up your claim for the amount due, do not file with the freight claim department like a loss and damage claim. To do so means that it will probably never be paid or at the best greatly delayed. Send the bill to the Division Superintendent. Itemizing in detail the material supplied to each car and the cost to you, sending along the receipted bill of the lumber dealer from whom you made the purchase.

The division superintendent after investigation will forward it to the purchasing department, who finally will pass it to the storekeeper for voucher. In following up the claim start with the division superintendent, and after he has passed it on to the next man, trace him for a decision and if the work is done properly it should not take more than twelve weeks to recover the money.

New provisions have been made with reference to the outlawing of railroad claims. To play safe your claim must be filed in writing with the freight claim department in four months after the car is delivered. Certain exceptions exist to this rule, but it is far better to forget the exceptions. If the claim is not filed within four months, it does no good to bring suit upon it later. You always have two years in which to bring suit upon your claim, and if the freight claim department delays giving you a declination of the claim for more than a year and a half you have six months in which to bring suit after the declination was given in writing.

In this connection it is well to remember, that the new transportation act excepts from this period of the statute of limitations the period of federal control. In other words, a claim arising in the fall of 1916 will not be outlawed before the first of next January, as you have two years

plus the twenty-six months of federal control before the claim is outlawed.

Loss in Market Value Claims: Many shippers do not realize that the railroads are liable for loss resulting from a drop in the market during an unreasonable delay to a consigned car of grain. The railroads are liable for such losses, but it frequently takes the pressure of a suit to make them admit it. Claims should be filed for all of such losses, whether the delay results in a loss simply from a decline in the grade or drop in the market. Last week I collected \$602 for a shipper upon two such claims.

Clear Record Claims: My advice to you is to sue upon all large clear record claims where your weights can be proved absolutely correct. I would never advise suing upon a clear record claim where the loading weight was obtained over a wagon scale except in an exceptional case. With such weights, experience has proven that there is too much opportunity for error in the loading weight. The Interstate Commerce Commission has disapproved of loading weights obtained in such a manner. But if you have a good automatic, hopper or track scale and the outturn weights on your other cars shipped before and after the car with the loss compare within a very few bushels of your loading weight sue upon such a claim every time for it can be collected.

I would not advise filing claims on clear record losses of under 500 pounds as ordinary scale variation will account for such a difference in many cases and the amount is not sufficient to pay for the cost of taking depositions to fight the case. You never want to start a suit except with the expectation of fighting it thru to the bitter end. Then if the railroad decides to settle the case you will simply be that more fortunate. In such suits have all of your large clear record losses joined together in one suit, and join with them one or two defective record losses. But never start such a suit unless you are in a position to prove your loading weight absolutely correct. The issue will all hinge on that and unless you can submit full and proper proof on that point, you are sure to lose.

I have told you now of many rights which you have, but they are only rights in theory and a right in theory is not worth the snap of your finger if you cannot enforce it in an economical way. That is what has been the matter with the grain trade, you have had too many rights and no economical way to enforce them in law. By the time you have paid your lawyer's fees, and his traveling and hotel expenses around the country to take the necessary depositions, you have spent more than the amount of the claim. The railroads have made it unprofitable for an individual unorganized shipper to sue them. With the result that they have set up a law of their own in the adjustment of railroad claims. The freight claims department declines to pay clear record claims as a rule regardless of how good your loading weight may be, yet start suit upon such a claim and the legal department will settle in many cases even without trial. The freight claim department declines most large delay claims, and yet the legal department pays many of them without trial. So I say that for the individual unorganized shipper the railroads apply a law of their own making.

In Chicago I have charge of the railroad claim department which sixteen state grain and live stock organizations have established—I say the main office is there because there are more freight claim departments located there than in all the other cities of the country. And yet we have branch offices and legal representatives in seven cities. From these points we can get service upon and sue any railroad in the country and the representatives at the other points can take the depositions without costly traveling expense and without the expenditure of a great deal of time. We can sue the railroad and fight them through the case at less cost than they can fight us. And by such an organization these organizations are getting justice upon their railroad claims.

It is only as your organization joins with the similar organizations in Oklahoma, Indiana, Illinois, Ohio, etc., that you also will solve your problems and gain justice upon your claims. A state organization will not meet the need. It must be a National organization made up of state organizations with representatives everywhere, so that every railroad can be sued and the depositions taken at a nominal cost. When that result is reached each claim that is just can be fought through to a conclusion and the major portion of the amount recovered be returned to the shipper. Organize in a national way to fight the railroads. It is only by such an organization that you can make your force felt and force the freight claim departments to settle your claims on the basis of the law as it actually exists.

Sec'y Smiley: How should we proceed to recover cost of material we have used for grain doors, or repairing?

Mr. Coon: Carriers are liable and must furnish lumber. Start suit, and they will settle.

Dick O'Bannon, Claremore, Okla.: In suit on a clear record car claim, Should suit be commenced at once?

Mr. Coon: Do not start suit for a few months. Be more diplomatic.

Mr. O'Bannon: Formal demand first, and then upon receiving refusal to pay the claim, start the suit—is that correct?

Mr. Coon: Yes.

Mr. Dower: There are two parties to every trade. Suppose I ship a car to a point where the scales do not conform with the requirements, how do I make my claim, and what are my chances to collect?

Mr. Coon: If the destination scales are not supervised and are in poor condition you are no better off than if your own scales had not been correct.

Mr. Dower: Then the shipper is penalized when shipping to a point having non-supervised weights?

A Dealer: What is considered an unreasonable delay?

Mr. Coon: That is a hard thing to say. Some claim that a car of grain should move 50 miles per day on schedule, but where the delay is so close that you have to figure it out on the schedule. I would not advise making a claim.

Pres. Culp: Mr. Coon will answer any other questions you may have at the afternoon session. We will adjourn until 2 p. m.

Friday Afternoon Session.

Pres. Culp called the meeting to order at 2 p. m., and asked for further questions on railroad claims, stating that Mr. Coon was prepared to answer questions on matters puzzling the dealers.

Mr. Sailor: What is considered "adequate scale facilities" as required by docket 9009?

Mr. Coon: I will refer that question to Mr. Dower.

Mr. Dower: The document is rather long, but it says in substance, that the scale must give accurate weights within the tolerance prescribed, or $\frac{1}{2}$ lb. for every 1,000 lbs., and $\frac{1}{2}$ bu. for every 1,000 bus. And, of course, to comply with the specifications on regulation and installation.

Mr. Smiley: These specifications call for the inspection of automatic scales four times during the loading of one car of grain. Aren't the railroads prejudiced against automatic scales?

Mr. Coon: They hate the automatic scales just as much as they do the wagon scales.

Mr. Smiley: The railroads have established a department to test scales in our state and as a result we have few complaints, in fact Kansas has the best record of any state in the matter of scale accuracy.

A. C. Harter, Sedalia: The railroads hate automatic scales and I would not advise letting the railroads inspect automatic scales.

Mr. Coon: I advise every man to get a copy of the bulletin on adequate scales. Another matter is "double car inspection." This is being practiced at some markets, and often a leak will occur between the first inspection and the second, while the car is being switched

about the yards to the elevator. I believe the double inspection is a good thing, but watch your car condition reports and be sure you get the final report.

Mr. Quinn: I would like to ask Mr. Dower if any benefit has resulted from the visit to his market of a commission for inspecting market methods and customs. This commission was formed of members of the G. D. N. A., the Millers Nat'l Assn, Bureau of Markets, and railroad men. They visited all markets.

Mr. Dower: I recall their visit. They recommended a few changes in emergency grain tracks and inspection tracks. That was the extent of their findings.

Mr. Coon: The Minnesota law requires the grain shipper to tack a card on the inside door stating the amount of grain loaded into the car and asking for a second car inspection if there is any discrepancy in the weights.

E. L. Betton, chief of the Kansas State Inspection Dept.: This card plan of Minnesota would be a great help to us in our work, for if we noticed a discrepancy we could probably immediately find the leak and stop it before any great loss had occurred. Our samplers do not inspect for leaks or give the car a physical examination, unless there is an apparent leak, then it is reported.

E. C. Krafft, St. Louis: I have seen train crews on the Santa Fe where I worked for several years, deliberately make a leak in the car and attach a sack to catch the grain. When the sack was full they would hang another sack on. The leak was then stopped up and covered.

Mr. Smiley: When a railroad makes an offer to settle for part of a claim for loss in transit, does this admit the liability of the railroad?

Mr. Coon: No.

Pres. Culp: The following wire has been received from George Livingston, chief of the Bureau of Markets: In reference to your wire this day in regard to the statement made by Sec'y Smiley of the Kansas Grain Dealers Ass'n, at the Missouri meeting to the effect that this Bureau aspires to take over the work of the Grain Corporation and the extension of the wheat guarantee price, you are authorized to read the following before the adjournment of the meeting: "The Federal Bureau of Markets is not attempting and does not contemplate taking over regulatory work of the Grain Corporation or extension of the price control."

P. G. Safford, Webster Grove: According to agreement with Mr. Norton, your Sec'y, I am to take over the rate claims of the members of your Ass'n and will attempt to recover for you what you have paid on incorrect rates. I will need your co-operation in this matter and will require some of your papers. I understand that the greater number of your shipments are intrastate and I have found that the tariff rates in a great many cases on intrastate shipments are not legal, the tariff published by the carriers themselves often being wrong. We

want to get together on this matter and file our claims as one; \$5 to \$20 per car can be recovered where the rate is wrong. This is not for claims on losses but merely on wrong rates. Send in your bills and we will check them.

Chas. A. Geiger, St. Joseph, chairman of the Arbitration Com'te, reported that only two arbitration cases had been handled during the year, both having been easily settled. He recommended, however, that the Missouri shipper take a little more care in writing letters saving duplicate copies, and being careful in confirmation of sales. Do not hesitate to call an arbitration, we will endeavor to hear the cases as soon as possible. By all means control your temper. Do not get angry.

M. C. Martin, chairman of the auditing com'te, reported the financial statement as correct.

Cecil Wayland, chairman of the Resolutions Com'te, read the following resolutions which were all duly adopted by the Ass'n:

Resolutions.

GOVERNMENT INTERFERENCE.

RESOLVED, That the Missouri Grain Dealers' Ass'n, in convention assembled at Kansas City, on May 14, is unalterably opposed to any Government interference in business, now that the war is over.

We oppose any extension of the guaranty in wheat after the Wheat Guaranty Law of 1919 expires by limitation on June 1 next.

We believe that the patriotism, the business sagacity, the ability and the initiative of the American business man will be able to cope successfully with any emergency or any economic situation that may arise in the troubled years of reconstruction that lie immediately before us.

We believe that the grain handling machinery of this country can and will function both in the cash and future markets if left to itself and if permitted to operate under the laws of supply and demand. While we recognize that conditions since our entry into the war are abnormal and are likely to remain so for some time, yet we have unbounded faith in the ability of the grain trade to surmount all obstacles and to conduct the cash and future wheat markets with great efficiency and satisfaction to the country as a whole.

Government control of the wheat market thru a price guaranty was a war measure to which we as patriotic citizens bowed, but the time has arrived when the genius of the American business man should be left to meet and solve the grain problems without the paternalistic aid of Government. Only in that way may the business of the nation be rehabilitated and brought back to normal.

RESOLVED, That a copy of this resolution be sent to President Wilson, Julius H. Barnes, President of the United States Grain Corporation, and to each member of Congress.

BURO OF MARKETS A MENACE TO PRODUCER AND BUSINESS.

WHEREAS, The continued activities of the Department of Agriculture of the United States Government along the line of invasion of private business, particularly thru the activities of the Bureau of Markets; and,

WHEREAS, These activities are becoming more and more apparent and widespread, and evidencing more and more a determination on the part of the Department to substitute the



political middleman for the commercial middleman; therefore, be it

RESOLVED, That the Missouri Grain Dealers' Ass'n, in convention assembled, at Kansas City, on May 14, 1920, call upon the Department of Agriculture at Washington to cease its commercial activities and confine itself to the proper functions of the said Department, which said functions in no way relate to trade or traffic in farm products, but relate wholly and solely to production.

RESOLVED, That it is the conviction of this Association that the Department of Agriculture of the United States Government in its proper activities is one of the most valuable institutions of this Government when it performs its proper functions of scientific investigation and instruction, but that it is a menace both to the good of the producer and private business when it departs therefrom.

RESOLVED, That a copy of this resolution be forwarded to the President of the United States and to the Secretary of Agriculture.

REIMBURSEMENT OF PRODUCERS AND DEALERS FOR 1917 WHEAT LOSSES.

WHEREAS, In the year 1917 the price of wheat was fixed by the Government; and

WHEREAS, By reason of such price fixing policy of the Government there were heavy, unjust and unwarranted losses sustained by the grain dealers and producers of this country.

RESOLVED, That it is the sense of the Missouri Grain Dealers' Ass'n in convention assembled that such losses should be paid by our Government.

RESOLVED FURTHER, That H. B. No. 143481 and S. B. No. 4196, already introduced in Congress providing protection for grain dealers and producers be commended, to the Senators and Representatives of this State for their earnest consideration and support, and that a copy of these resolutions be forwarded by our Secretary to each Senator and Representative from Missouri.

OPPOSED TO CHANGE IN GRAIN LOADING RULE.

WHEREAS, It has been proposed by the Consolidation Classification Com'te to change the carlot minimum rules by substituting 24 inches for the 30-inch space between the top of the grain and the roof of the car at the side wall.

RESOLVED, That we oppose any change in this rule. To further reduce this space to 24 inches would impose hardships upon the shippers, as it would give the samplers excuse to refuse to issue clean certificates. Many cars even under the present minimum loading rule of 30 inches, are marked "too full for inspection." Any reduction from the present space of 30 inches would accentuate this evil.

THANKS.

RESOLVED, That we extend to the members of the Kansas City Board of Trade our appreciation of the entertainment provided and the many courtesies extended to the dealers attending this convention.

SYMPATHY.

WHEREAS, The All Wise Father, in His infinite and inscrutable wisdom has seen fit to take from us S. R. Carter, of Hannibal, Mo., one of our beloved members and Directors of this Ass'n.

RESOLVED, That we extend to his family our heartfelt sympathy in their hour of affliction.

The Nominations Com'te reported that it was not good policy to swap horses in the middle of the stream, so the following officers were nominated for re-election by the com'te and accepted unanimously by the members: Pres. J. J. Culp; Vice-Pres. R. S. Hayes, Sweet Springs; and Treas. W. W. Pollock, Mexico.

The following directors were elected for this

year: A. C. Harter, Sedalia; D. B. Kevil, Sikeston; J. W. Boyd, Joplin; F. N. Eggers, Herman; Mr. Richards of Hannibal to fill the vacancy caused by the death of S. R. Carter of Hannibal.

Adjourned *sine die*.

Convention Notes.

Wichita sent H. Kaufman of Stevens-Scott. Atchison sent H. C. Marteny and C. M. Sheehan.

The only Omaha dealer present was T. Reynolds.

Oklahoma men present were Dick O'Bannon of Claremore and Alva A. Green.

From Des Moines came W. H. Bartz, H. D. Harding and Major Moberly of W. H. Bartz & Co.

H. T. Bickel of Sioux City and W. G. Goy of Tabor came from Iowa.

Chicago had one representative, T. H. Tvedten, repte. W. H. Perrine & Co.

St. Joseph delegation included: J. A. Gunnell of Great Western Grain Co., J. F. Kellogg and W. M. Huff of Kellogg-Huff Grain Co., Chas. A. Geiger, J. W. Dailey and H. L. Dannen.

KANSAS Dealers included: M. Chamberlain; G. W. Stratton, Powhattan; P. N. Allin, Coffeyville; Chas. Gramse, Perry; E. N. Bailey, Baileyville; J. W. Douglass, Nortonville; J. A. Commons, Junction City.

Insurance and machinery men present included: H. D. Grigsby and J. T. Peterson of the Grain Dealers Fire Insurance Co.; G. E. Winslade of Trapp-Gohr-Donovan Co.; C. D. Cole; H. R. Miller and L. B. Graham of Richardson Scale Co.; J. C. Burrell and H. A. Harnden of J. C. Burrell Co.; F. E. Dorsey, S. Howes Co.; J. Backus and J. B. Ruthrauff, repte. Huntley Mfg. Co.

SOUVENIRS were passed out by J. L. Fredrick Commission Co., St. Louis, a barometer on a pig's tail; W. H. Bartz & Co. gave lead pencils; J. L. Frederick Grain Co., St. Joseph, passed out bullet pencils; and rulers were given by Henry Lichtig & Co. Bulometers were given to the dealers who were suffering from hot air attacks.

A BANQUET was given by the Kansas City Board of Trade members to the visiting grain men on the evening of the last day of the convention. The Pershing Room of the Coates House was crowded to capacity, in fact, the attendance was larger than the total registration. Coe-Sanders Syncopated band entertained while the guests were eating and later a few short speeches and stories were given by James Russell, Frank G. Crowell, J. J. Culp, M. U. Norton, Bob De Armond, Wm. Murphy, Sec'y E. J. Smiley, Sec'y E. D. Bigelow. B. F. Hargis, Vice-Pres. of the Board of Trade, acted as toastmaster.

ST. LOUIS men who attended were: J. L. Frederick, D. L. Boyer of J. L. Frederick Commission Co.; Paul Laidley, representing Ichtertz & Watson; Geo. M. Davis, Teasdale Com-

mission Co.; A. H. Beardsley, of Picker & Beardsley; Harry N. Atwood; J. C. Burks, Langenberg Bros. Grain Co.; John H. Herron, John O. Elliott and J. E. Miller of Elmore-Schultz Grain Co.; S. L. Fisher of Ballard-Messmore; F. K. Fisher, Picker & Beardsley; C. A. Morton and W. B. Fish; Bob De Armond; O. H. A. Kilz; H. F. Ketchum; E. C. Krafft; Harry C. Noland; G. C. Martin, Jr., of Goffe & Carkner Co.; F. M. Ward.

Missouri dealers in attendance included: S. J. Alkire, Passaic; G. A. Boyd, Sarcoxie; J. W. Boyd, Joplin; D. Day, Chilhowee; W. D. Durrell, Centerville; E. T. Flander, Macon; H. E. Fretz, Bogard; T. P. Frye, Bois D'Arc; W. R. Greim, Knob Noster; H. Halfen, Deepwater; A. C. Harter, Sedalia; T. H. Henderson, Kearney; O. C. Hess, Decatur; J. F. Hughes, Osborn; P. L. Hutchinson, Leeton; L. W. Keyes, Clinton; A. E. Klingenberg, Truesdale; Geo. S. Klingenberg, Concordia; Donald Koontz, Richards; M. A. Kuhlman, California; R. E. Laughlin, Springfield; A. J. Mann, Montrose; J. Rumpel, and R. A. McClintock, Weston; A. H. Meinershagen, Higginsville; C. A. Messer, Everton; Bert Murray, Golden City; Homer Musselman, Jamesport; P. C. Pate, Joplin; R. O. Rixlee, Cameron; J. A. Silvins, Springfield; A. F. Wagener, Napoleon; Cecil Wayland, Carrollton; G. H. Whitman, Minden; F. S. Seaton, Cameron; G. B. Wyatt, Adrian; J. D. Rootes, Tebbetts; E. H. Haive, Chilhowee; J. D. Ahrens, Corning; H. L. McClain, Agency; H. F. Bauer, Stover; W. G. Rea, Marshall; L. Hanks, Holden.

Collecting Clear Record Claims.

The suit of the Farmers Elevator Co., of Youngstown, Ill., against the Chicago, Burlington & Quincy Railroad, has been settled in a manner satisfactory to the shipper. It is interesting to note that this was a clear record railroad claim—with a loss of \$200 of wheat. The loading weight was obtained over a newly installed and newly inspected automatic scale. There was no recorded evidence of leakage or defective seal record. The loading and outturn weights on nineteen other cars of wheat shipped just before and after the car in question did not show a variation of more than three bushels to the car, and in most cases—a variation of not over 100 pounds. When scales can be proved to be weighing as accurately as this, recovery can be had on clear record claims by starting suit upon the same,—otherwise not so.

The suit of V. C. Elmore, Ashland, Ill., against the C. B. & Q. Railroad has been settled satisfactorily to the shipper.

The Eureka Milling & Elevator Co., of Brown City, Mich., have started suit against the Pere Marquette Railroad for loss of hay in transit. The Farmers Elevator Co., of Deshler, O., has started suit against the Baltimore & Ohio Railroad upon two clear record claims. The suit of the Kankakee Farmers Grain Co., Kankakee, Ill., against the Big Four Railroad, has been settled satisfactorily to the shipper. Louis Kuhn, of Oconee, Ill., has started suit against the Illinois Central Railroad upon a clear record loss. Owen L. Coon represents the shippers in the above-mentioned cases.



Wheat Claim Losses in 1917

[From an address delivered by Ben E. Clement, pres. of the Texas Grain Dealers Ass'n, before the Missouri Grain Dealers Ass'n at Kansas City, May 14.]

When in April 1917 our Government declared war on the Kaiser one of the first things brought to the urgent attention of our Government by our allies was their pressing need for food. In preparation our Government constructed an agency through which our countrymen might be encouraged and educated to the conservation of food. To this end the Food Control Bill was introduced in Congress.

The statement of the President on this bill was reassuring to the producer, the dealers and distributors. The only one sought to be restrained was the hoarder, the speculator, the exploiter. The regular channels of trade were encouraged to function normally.

The bill gave wide discretionary powers to the Food Administration and Mr. Hoover who had volunteered his services. Mr. Hoover also expressed an opinion that the regular channels of trade should be encouraged and trusted, so there was no justification for any hesitancy on the part of those so engaged to proceed. This bill was pending in Congress from April until August while the 1917 wheat crop was making its last lap. Mr. Hoover told of a shortage abroad of four hundred million bushels of bread grains. We knew the wheat supplies of this country from the 1916 crop were nearing exhaustion, that there were less than six million bushels of wheat at the principal points of accumulation on July 1st. With this condition of supply and demand confronting the country there were circulated newspaper stories and opinions entertained by dealers that the price of wheat might be fixed. When this idea was circulated everyone in the grain trade became alarmed. Those who owned old crop wheat and those who intended transmitting the new crop wheat into the channels of trade sought to ascertain if there was any purpose of putting a fixed price on wheat. The bill pending in Congress for so long gave no such power. But the bill had not yet passed and no one knew just what powers would be assumed under that bill or how its provisions would be construed or administered. Mr. Hoover having already stationed himself in Washington, having already selected his assistants, having already indicated his willingness to define and elucidate the function of the proposed Food Administration was appealed to, to advise what would be his action relative to price fixing. The 1917 wheat crop was moving, commencing July 1st in Texas and with uniformly favorable weather the movement spreading rapidly over Oklahoma, Kansas, Nebraska, Missouri and Illinois. From the very inception of the new crop movement the market was advancing. It was seeking its proper price level on basis of world conditions thru the law supply and demand.

There was a conviction in the public mind caused by the terms of the pending food control bill, by the encouraging utterances of the President and Mr. Hoover, that no price fixing was contemplated. Naturally therefore, the market being a free and open one it advanced. Again, in answer to urgent and insistent requests for information as to probable attitude of the Food Administrator under the terms of the Food Control act then pending Mr. Hoover on July 10 said, and this statement was circulated over the United States by the Associated Press:

"It is not the intention of the Food Administration to fix the price of wheat, nor is it expected it will have any such power."

With this assurance coming from the highest authority could the grain dealer have any other thought than that he could safely proceed with his business? Would he have been justified in a refusal to handle the crop? I know you will answer he could not. Then if he handled the crop wasn't he compelled to do so on this basis of the market? He would have been recreant to his duty as a grain dealer and more so as a citizen if he had failed or refused to have functioned at that time. He did function and he functioned on the basis of the value fixed by the law supply and demand.

This law of supply and demand had free course and it had free course because there was no evidence that it would be restricted, because the only man who could know that there was going to be an attempt to fix the price of wheat had denied that there was any purpose or intention or power to do so. There was imperative national and international need for the proper functioning of the grain dealer. He had the elevators and business machinery and trained men and minds for this important and necessary task. He had the encouragement of those in the highest authority in the councils of the nation, and as patriotic business men they had the approval of their own consciences.

Suddenly there was a change, a mysterious and unexpected change, on the part of those in authority relative to wheat values.

The price was fixed. Can anyone claim that the grain dealer functioning under such circumstances should have sustained losses? There is a glaring difference between losses sustained by market fluctuation in an open and free market and losses sustained by the arbitrary fixing of a price. The one is caused by fluctuation, the other by confiscation. The one voluntary, the other arbitrary. The first hazard is fundamentally right, the other fundamentally wrong. Gentlemen, I would not be addressing this convention to-day, if this was a question of dollars and cents alone. It is a higher question than that. When this wrong was perpetrated on the grain dealers of this country, I did not protest, but I firmly resolved that as soon as the war was over I would exert myself to the uttermost to have this wrong undone.

No other class of business men in this country had their business interfered with to the extent, so continuously or over such a length of time as the grain dealer and there is not one of us, having any courage at all, who will not say that we did not like it. There is not one of us who will not say that we hate a business dictatorship, just like we would resent a political dictatorship. But let it be said to the everlasting honor of the grain trade that we yielded gracefully and unaniously from beginning to the end to every requirement of those in authority, impelled as we were by a lofty sense of patriotism and an undying love for our country.

In line with my conviction that the grain dealers should have reparation, last year I introduced a resolution at the annual convention of the Panhandle Grain Dealers Ass'n of Texas calling upon the Government for protection and reimbursement of those who lost by the price fixing policy of the Government. That resolution was unanimously adopted. I introduced a similar resolution at the annual convention of the Texas Grain Dealers Ass'n. It was unanimously adopted and I was selected by that convention as chairman of a committee of seven to be appointed by me, for the purpose of assembling the claims of the grain dealers of our State and presenting them to the Congress of the United States, so that relief might be provided by them. We knew these unjust losses were not confined to Texas and our committee got in touch with Oklahoma, Kansas, Missouri and Illinois.

There is now working in harmony a joint committee of which I have the honor to be Chairman representing the five States, presenting the cause of the grain dealers to Congress of the United States. Now, my friends, I want to present to you the cause of the grain dealers. If the grain dealer has any doubt of the justice of his demands he ought not ask consideration of others. When the proposition of Food Control was first brought to the attention of Congress I realized its dangers and I watched the course and tendency of the then pending Food Control legislation. There was not one line of that bill that even suggested that power was to be given, or lawful authority granted for the fixing of the price of wheat. Yet there were so many guesses being hazarded that there was the possibility of such being done that all who engaged in the business watched with keenest interest the terms of the bill, amendments offered and the illuminating statements of congressional debate. In no line of the bill, in no word of debate was there evidence of such intention or purpose. Mr. Hoover, who had already been selected by the President as the Food Administrator, had expressly and unequivocally stated as late as July 10th that there was no intention to fix the price of wheat and that no such power was sought to be conferred by the bill then pending in Congress. I am one of those who believe that public officials should keep faith with their countrymen. We have a right to believe what they say and they have no right to deceive us.

I doubted the wisdom of fixing the price of wheat. I believed it would be unlawful to do so, and I knew it would be unjust to do it. I believed it to be unwise because price fixing had never been successful. All recorded history teaches its fallacy and judgment convinces us that the kaleidoscopic changes of the factors that go to make values make fixed values impractical and illusory. I believed it to be unlawful because by the terms of the Food Control Bill no such power was conferred. I knew it to be unjust because its effect was to bankrupt a number of grain dealers and gave authority for taking from all dealers and farmers of this country their wheat at less than its value. This act of our Government was discriminatory and confiscatory.

It was discriminatory because it treated no other class of its citizens in this manner with respect to their property. It was confiscatory because the Government took from its citizens their property at less than its value. No loyal patriotic citizen in time of war would object

to his Government taking all of his property and wealth if it became necessary for his country's protection. Even then he would expect his Government to treat all its citizens alike, that it would not confiscate the property of one and hold inviolate the property of another. Some have insinuated that the grain dealers and farmers should not ask the Government to reimburse them for their losses, intimating it would not be patriotic. Gentlemen of the convention, if I doubted my patriotism I would have no faith in my religion. This question is a higher one than dollars and cents. It is a question of justice. I hold it to be a better test of patriotism to hold our Government to the justice to which it proclaims its allegiance than it would be to suffer in silence and without protest injustice at its hands. Only a false sense of patriotism would constrain us to do that.

Injustice by the Government toward its citizens is as reprehensible as an offense of the citizen against the State. The humblest citizen in this land owes it to himself and his country to use his influence and effort to hold our Government true to its ideals. Our Government was under no necessity for adopting confiscatory measures against its citizens. Why did it not confiscate the property of its alien enemies? It should not have confiscated the property of its loyal citizens. Our Government in the exercise of its taxing power did and should have exacted, as evenly distributed as possible, contributions from its citizens for the prosecution of the war. This means was fair alike to all.

The grain dealer, the farmer, and all classes of our citizens participated in payment of war cost through taxation but the grain dealer and farmer were compelled thru war measures which were discriminatory and confiscatory to contribute more than their share and in a manner not exacted of all other classes of citizens of our country. Herein lies the injustice which they suffered. Contrast if you will the difference between the way our Government treated the farmer and the grain dealer and all other classes of its citizens where it dealt with them respecting their property and their rights. Thru the exigencies of war the Government was compelled to have cantonments scattered over the country. Did it confiscate the land required for that purpose? No, sir. The government leased the land or bought and paid full value for it and where leased, upon turning the land back to its owners, sent commissions to estimate and agree upon the damage done and paid for such damage. In constructing those cantonments did the Government confiscate the lumber and material required? No, sir, it paid the full market value for all lumber and materials and the labor employed was paid three times the amount they were then receiving in industrial pursuits.

Through the exigencies of war it was necessary for our Government to make contracts for stupendous quantities of war materials, guns and ammunitions. In doing so did our Government require the manufacturers to furnish same at cost, or less? No, sir. They were paid stupendous profits and when the armistice was signed it was necessary to cancel those contracts and the manufacturers and contractors were compensated for their losses and even paid their contemplated profits.

Through the exigencies of war it was necessary for our Government to take over and operate a number of factories. In doing so did our Government require their owners to furnish them free or at a loss? Not at all. The owners were paid full value and where changes were made in the machinery or equipment of those factories the owners were fully compensated and in addition thereto there was provided a method for hearing and determining whether compensation offered by the Government was adequate if the owners of property were dissatisfied with settlements tendered by the Government.

Through the exigencies of war it was thought necessary for the Government to take over the railroads. In doing so the Government guaranteed dividends to owners, and when thru with the railroads returned them to their owners with additional guarantees.

Through the exigencies of war it was decided to take all the wool from the wool growers. Our Government did so, and there is now pending in Congress a bill providing additional compensation for that wool.

Through the exigencies of war it was thought necessary to create the Food Administration. From an economic standpoint it proved a wonderful success for it appealed to the patriotism of the American people to save and what we saved we sold and that practice on the part of a nation is wise and profitable the same as in an individual. My objection to the Food Administration was that they put at its head a would be Englishman, and I love Englishmen, but I, like our forefathers, don't want them to rule over us either in war or in peace.

Millers Favored.—When the Food Administration began to function the first thing it did was to create a Milling Division and by its licensing system controlled the mills who were to receive a profit of twenty-five cents per barrel above cost. When this Milling Division began to function they found the mills in the Southwest and I suspect all over the country in possession of high priced wheat. Did they require

he mills to mill their wheat basis the fair price cost? No, sir, they allowed them thirty to sixty days in which to grind that wheat basis actual cost plus twenty-five cents per barrel profit. Some of the mills in the Southwest had more wheat than they could grind within the sixty days. Some were compelled to ship their surplus on which they too sustained heavy losses. Others were permitted to keep and grind all they had. There was no uniformity in the application or enforcement of the rules. Contrast the difference between the treatment accorded the mills by the Milling Division with the treatment accorded the grain dealer by the Food Administration Grain Corporation.

Our wheat was taken away from us at sixty cents per bushel less than it cost us while the miller who bought in the same circumstances as the grain dealer was permitted to grind his wheat out on basis of his high cost plus twenty-five cents per barrel profit.

When we presented these facts to the Agricultural Committee of the House of Representatives at Washington one of the Congressmen who knew the facts stated that the Milling Division so administered the act as to permit the mills to make two dollars per barrel rather than twenty-five cents per barrel and then audited the books of the mills and only took five to ten per cent of these extra earnings away from them. I cite these facts not in criticism or prejudice to the mills but to show the discrimination practiced against the grain dealer by and through the same agency created by law to function for us all.

Contrast, if you will, the difference between the action of the British Government and our own. The British Government was purchasing wheat and flour at high prices and was selling flour and bread to its subjects at less than cost. The Government absorbing the loss. Our Government provided an agency by which the wheat could be taken from the grain dealer at less than cost and from the farmer at less than its value with no provision for reimbursement of either. Our mills were grinding this wheat at enormous profits while many grain dealers were going into bankruptcy.

I am glad that the consuming sections of the east profited by the lower price of bread and flour caused by the fixed price but I cannot see the justice or the wisdom—there was none—in taking the wheat from the farmers and grain dealers of this country at less than its value and selling it to the British and Allied Governments on that basis, thus saving foreign treasuries while bankrupting American citizens and forcing unequal contributions to war costs on the producers of this country.

I admire the British Government. They have ideals but everyone of them is permeated with the thought and the purpose of aggrandizing the British Empire and promoting the interests of the British subjects. Would that we had more practical statesmanship in this country. The British ideal invests their flag with to them incomparable glory, but their allegiance to the practical makes that flag an assurance of security and protection to the humblest British subject in the remotest corners of the earth.

If we single out one set of our citizens and levy special tribute upon them with the attempted justification that it's for the common good how long will it be before, this thought pursued, we would have such an invasion of private property that the insecurity and instability engendered thereby would wreck this nation?

The assurance of the enjoyment of the fruits of our toil, free and unhampered exercise of individual initiative, with the competitive system through which the clash of wits, and aggressive exercise of all our physical and mental faculties finding free expression have builded on this continent the greatest nation on earth. It must and will endure, not by socialistic or paternalistic practices but by an enduring regard for the principle of equal rights to all and special privileges to none.

Let us therefore resolve to give our best efforts, our encouragement and approval to the proposition that those who have been discriminated against and whose property has been required of them without due and proper compensation shall be reimbursed as much to hold our Government true to its principles as for the purpose of doing justice to those who have suffered. To do so is to maintain the fountain of justice from which spring the enduring draughts that will sustain this nation for all time.

Darragh Company Elevator at Little Rock.

Specializing on "Darco" molasses mixed feeds, the Darragh Company of Little Rock, engages in an extensive grain, hay and mixed feed manufacturing business. The plant consists of a 35,000 bus. elevator, a mixed feed plant turning out 3,600 bags daily, and two large brick warehouses capable of storing 150 car loads each.

The company commenced operation in a warehouse in 1907, the first elevator being built three years later. In 1916 the elevator was enlarged by the original builders, Kaucher & Hodges, bringing the capacity of the plant up to its present figure.

F. J. Darragh, one of the organizers of the firm, died last spring, leaving the management of the business to F. Kramer Darragh and T. A. Darragh.

The elevator is Weller equipped thruout. Seven Westinghouse Motors supply the power. Richardson Automatic Scales are used for weighing in grain and automatic sackers used for weighing out sacked grain and feed. Bags of feed are filled, weighed, sewed, conveyed and dumped in cars entirely by machinery.

A "T" shaped moving platform conveyor is used. The long part of the "T" bringing the sacked feed from the warehouse to the upper part of the "T," which is a reversible moving platform. The bags are dropped onto the reversible conveyor which takes them to a side track on either side of the plant, at the will of the operator. This conveyor is 152 feet long and has a capacity of loading-out 400,000 lbs. sacked grain or feed, daily.

A. J. Roach is superintendent of the elevator and feed mill.

Com'ite on Futures Holds First Conference in Chicago

The com'ite of sixteen, made up of two members from each of the leading grain exchanges in the country, appointed at the Barnes' conference in Chicago, May 5, held its first meeting in the Directors' Room of the Board of Trade, Chicago, at 10:30 a. m., May 17. The exchanges represented were: Chicago, Duluth, Kansas City, Minneapolis, Milwaukee, Omaha, St. Louis, and Toledo. The object of this meeting was organization to deal with the problem of future trading. L. F. Gates, pres. of the Chicago Board of Trade, was elected chairman of the com'ite, H. M. Stratton, of Milwaukee, was appointed sec'y.

Although no definite action was taken with reference to future trading at this meeting, the consensus of opinion of the various members of the com'ite was that the futures market should be opened at the earliest possible date, in the general exchange of views at the morning and afternoon sessions. The Kansas City delegates were the only ones who had been instructed to propose plans; but in the discussion, it seemed to be the general opinion that the market will fluctuate considerably for some time after trading is resumed. The delegates expressed a desire to have some assurance that there would be no interference with the market when opened to destroy the protection of "hedgers."

Some of the plans proposed may be stated in brief. One was to trade in "year" wheat, instead of delivery for a certain month; another proposal would provide for interchanging warehouse receipts, permitting delivery at any terminal market. Another plan called for the advancement of delivery dates if congestion prevented fulfillment of contracts, with penalties of 2 to 3 cents a month. A detailed statement of all accounts during delivery month to be posted every day, was the idea of another delegate.

There was no expression of opinion as to exact time of the starting of trade, but some seemed to favor December as the earliest month to be traded in; altho all hoped to be able to open the market at an early date. A change in the contract grade of wheat may be made with No. 3 deliverable at 5 cent discount. Some markets already provide by rule for delivery of No. 3 grades. Some members of the com'ite favored resumption of trading at as late a date as possible on account of transportation conditions.

Written suggestions concerning the reopening of wheat trading are solicited by the com'ite, which will make its recommendations to a general com'ite, representing all elements in the production and marketing of wheat.

Fred B. Wells, of Minneapolis; E. D. McDougal, of Chicago; and Frank G. Crowell, of Kansas City, were chosen by the com'ite to attend the Barnes' conference at Washington, May 19.

The entire com'ite is made up of: Chicago, E. D. McDougal, L. F. Gates; Duluth, Stanley Ferguson, B. Stockman; Kansas City, George H. Davis, B. F. Hargis; Minneapolis, J. H. MacMillan, H. S. Helm; Milwaukee, H. M. Stratton, Hugo Stolley; Omaha, J. W. Holmquist, O. M. Smith; St. Louis, Marshall Hall, F. C. Andrew; Toledo, K. D. Keilholtz, David Anderson. F. B. Wells, of Minneapolis, was also in attendance at the meeting.



The Darragh Co.'s Elevator and Feed Mill at Little Rock, Ark.

Seeds

PETER LUGBILL AND S. RYCHENER of Archbold, O., are building a new seed house.

THE SEED growers ass'ns of eastern and western Canada have been combined into one organization.—B.

TROY GROVE, ILL.—Considerable clover has been winter killed in this locality. Acreage will be much reduced.—W. H. Marks.

BEANS and peas from the United States to Hawaii during March amounted to 1,336 bus., compared with 921 bus. shipped in March, 1919.

EVANSVILLE, IND.—The Ohio Valley Seed Co., has purchased the Dave Peck Seed Co., and will make a retail department out of the Peck plant.

THE VALUE of seed grain distributed to settlers of Alberta, Canada, this year is estimated at \$750,000, almost double the amount last year.—B.

MISSOULA, MONT.—The Great Western Seed Co. will build a new plant to cost \$25,000. Directors of the company are J. M. Lang and M. M. Walker.

IMPORTS of beans and lentils into the United States during March amounted to 246,069 bus., compared with 354,740 bus. imported in the corresponding month in 1919.

THE 15% decrease in wheat acreage in North Dakota and Minnesota will partly be made up by an increased acreage of flax.—S. H. Johnson, V. P., C., R. I. & P.

MICHEL CHEROT, Paris seed broker, specializing in field and grass seeds, importer and exporter, has moved his offices from Rue Berger No. 49 to Place Des Reux Ecus, No. 1.

CHICAGO, ILL.—Vaughan's Seed Store is now located in the new building at 10-12 Randolph St. This is just across the street from the site occupied for over a quarter of a century.

THE STARK SEED Co., Louisiana, Mo., has completed a \$50,000 warehouse. This building is 50 by 100 feet with two stories and basement, constructed of brick and reinforced concrete.

BRITISH COLUMBIA has the soil and climate to make it a great seed growing center, reported Geo. H. Clark, Dominion Seed Commissioner at a recent meeting of the Dominion Seed Growers Ass'n.—B.

GRAND RAPIDS, MICH.—The Brown Seed Co. has purchased a four story brick building where it will conduct its wholesale business, and is moving from the present location where it has been in business for 20 years.

HUMPHREY-COKER SEED Co. is a new seed firm in Hartsville, S. C., capitalized for \$100,000. The officers are: W. R. Humphrey, pres.; A. M. McNair, vice-pres.; and S. Pressley Coker, sec'y-treas. and general mgr.

NEWPORT NEWS, VA.—Clover and hay acreage has been greatly reduced in the eastern section of this state. The crop will not be 75% of that of last year. The production of English peas for market has been practically abandoned.

MANITOWOC, WIS.—The J. K. Rugowski Seed Co., conducted by a partnership of J. K. Rugowski, William Gaterman and Edwin Gaterman has been incorporated for \$100,000 as the Rugowski Seed Co., with the former partners as the principal stockholders.

CHICAGO, ILL.—The Continental Seed Co. is now in its new office in the Webster Building with a larger space and an increased working force. Work is being rushed on the new plant now under construction at Hammond, Ind. When completed excellent rail service will be provided because of the ideal location on the Michigan Central R. R. and on the Indiana Belt Line.

IMPORTS of dried peas during March amounted to 32,850 bus., compared with 208,182 bus. imported in March, 1919. Total imports of peas for the nine months ending March, were 1,322,847 bus., compared with 1,803,777 bus. imported in the corresponding period in 1919.

CHICAGO, ILL.—Ownership of a switch engine during the present switchmen's strike is a great advantage in this city. While local elevators were unable to get cars the Albert Dickinson Co. has been able to ship from 10 to 40 cars of feed and seed a day by doing its own switching with one of its own switch engines.

MINNEAPOLIS, MINN., May 19.—In western North Dakota and eastern Montana there is an unequal distribution of flaxseed. At some points there is shortage and at other points there is a small surplus. The high cost of flaxseed in this territory is showing its effect in the acreage because the farmers cannot afford it.—Van Dusen Harrington Co.

THE EDWARDS-HAILE Co. has leased a large warehouse for a period of years in Cordele, Ga., to be used for the storing of high-grade seeds in large quantities. This firm, one of the largest wholesale growers of field and garden seeds in Georgia, has several thousand acres of seed plants under cultivation in various sections of the state. Among the specialties of this firm are pearl millet, velvet bean, oats and rye seeds.

SHENANDOAH, IA.—The May Seed & Nursery Co., is just completing its new elvtr. and seed house. No pains or money have been spared in making this the most complete seed plant in the middle west. The warehouse is two stories high of brick and concrete construction. The elvtr. is five stories high, with storage space in the basement. Included in equipment are numerous labor saving devices, car unloaders, a Eureka Cleaner, wagon and truck dump scales, and seven individual Westinghouse motors. A. W. Ward had the contract.

SOYBEANS IN INDIANA are discussed in Bulletin 238 of the Agricultural Experiment Station, Purdue University. As a substitute for clover in the rotation when the latter fails soybeans have an important use. In this way it is possible to use the land without putting it back to cereal grain crops. This latter practice is a grave mistake, for every time the legume is omitted from the rotation the land condition gets worse, and it becomes increasingly difficult to get a satisfactory stand of clover. Clover failure is due either to soil acidity, lack of available mineral plant food, or depletion of organic matter. Continued grain cropping aggravates these conditions. Soybeans have much the same effect upon the soil as does clover. They will stand much more soil acidity than clover, and their use will help to put the land into better condition for clover.

TOLEDO, O.—Timothy showed good undertone this week. In face of the crashing grain market and poor transportation, market advanced early part of week. Trade, however, was not large. Most of it was switching of May to December at 20c difference. Market had its workout some time ago, followed by a fair recovery. Stocks here held in strong hands and no incentive to sell; held with a view of merchandising this summer and fall. There is a feeling that weather has been unfavorable for grasses in many sections which will increase the demand. Letter from an Indiana dealer cites the situation. He says: The weather in this vicinity is very unfavorable for growing grasses. There is entirely too much moisture, causing weeds to grow rank. This is damaging not only clover but blue grass, redbud and timothy as well, and unless warm fair weather prevails for a time there will be a short crop of all seeds, particularly the lighter grasses. The acreage of clover is much reduced in this section this season.—J. F. Zahm & Co.

TOLEDO, O.—Liquidation in grain and other commodities caused some selling of clover this week. Trade has been more active but not large. Restricted credit restrains the bulls. Weather is improving but crop is late. Best seed crops generally follow early hay harvests. July and August are the critical months. Seed crops are more sensitive to weather conditions than most other crops. Spring demand is over. Carry over is larger than expected, especially at the seaboard.—C. A. King & Co.

"GROW MORE FLAX" is the slogan of a campaign started by a rug company of Duluth, Minn. The straw of this plant formerly wasted can now be used in the manufacture of rugs, while the seed can be used for the manufacture of linseed oil, meal, and cake. This company states that flax production in the United States in 1919 was 8,000,000 bus. compared with a consumption of 28,000,000 bus., and further states that they are ready to buy all the straw that can be procured for the manufacture of their rugs.

RECEIPTS of seeds during the month of April, 1920, at Milwaukee, as reported by H. A. Plumb, sec'y of the Chamber of Commerce, were as follows: Timothy, 1,754 lbs.; clover, 90,464 lbs.; flax, 30,360 bus., in comparison with receipts in April, 1919: Timothy, 31,600 lbs.; clover, 126,438 lbs.; flax, 19,060 bus. Shipments of seeds during the month of April, 1920, at the same market amounted to, timothy, 298,370 lbs.; clover, 86,633 lbs.; in comparison with shipments in April, 1919, timothy, 111,340 lbs.; clover, 111,643 lbs.; and flax, 1,000 bus.

THE SOUTHERN SEEDMEN'S convention is to be held at Jacksonville, Fla., from June 7th to 9th. Dick O'Bannon will reply to the address of welcome to be given by the mayor of Jacksonville. Besides addresses by pres. E. A. Martin and secy-treas. F. S. Love, L. B. Rueter will explain the merits of illustrated seed catalogs; D. R. Mayo will speak on the benefits of the Ass'n, J. M. Scott, vice-director of the Florida Experiment station will talk on his experiences with forage crops. Entertainment to be provided will include a trip to the wonderful Jacksonville bathing beach; a boat trip on the St. Johns River and a barbecue.

TOLEDO, O.—Clover swings like a weathercock. Easily influenced. Providence holding full sway. Crop in the making, with many laps to go. Market easier this week on liberal offerings. "Scenery selling," said an observer, but demand was good on the scale down. Trade more active. Wide fluctuations are in order, presenting the ideal trading market. Prompt action in taking advantage of swings in either direction is advisable. We suggest having your orders here in advance to take care of the extremes. Carry-over here is more than a possibility. Backward spring and shipping conditions retarded the movement. The customary season-end buying rush did not take place. Demand was a disappointment. Many farmers changed their minds. Some bought from their neighbors.—Southworth & Co.

Imports and Exports of Seeds.

March imports and exports of seeds, compared with March, 1919, and for the nine months ending March, were reported by the Bureau of Foreign and Domestic Commerce as follows:

	IMPORTS.			
	March 1920	March 1919	9 mos. ending Mar. 1920	9 mos. ending Mar. 1919
Flaxseed, bus.	2,263,533	389,479	15,122,162	4,719,049
Castor beans, bus.	89,750	174,831	1,008,035	342,438
Red clover, lbs.	3,836,078	283,839	15,580,348	439,469
Oth. clovers, lbs.	2,331,748	2,083,061	18,687,393	8,501,419
Oth. gr. sds., lbs.	6,268,922	343,860	25,872,098	3,565,565
Sugar beet seeds, lbs.	1,779,258	119,886	15,067,078	724,206
	EXPORTS.			
	March 1920	March 1919	9 mos. ending Mar. 1920	9 mos. ending Mar. 1919
Flaxseed, bus.	727	73	21,286	15,308
Clover seed, lbs.	592,226	2,284,592	4,864,243	7,327,901
Timothy, lbs.	2,181,296	985,351	13,293,642	9,678,863
Oth. gr. seeds, lbs.	457,070	179,571	3,421,436	2,637,798

THE WESTERN SEEDSMEN'S ASS'N held its annual meeting at Omaha, Neb., on May 1, with over 50 seed dealers in attendance. Included in the business transacted was a general discussion of seed laws. Officers chosen for the coming year were: Pres., Fred Manglesdorf, Atchison, Kan.; vice-pres., C. Chesmore, St. Joseph, Mo.; treas., Henry Windheim, Omaha, Neb.; and sec'y, Howard Webster of Independence, Ia.

From the Seed Trade.

CLINTON, ILL.—The considerable clover raised in this locality is for the purpose of returning the nitrogen to the soil. Very little is raised for seed or hay.—A. A. De Long.

OKLAHOMA CITY, OKLA.—A good crop of cane and kafir corn will be planted on cotton ground this year in Oklahoma, owing to the cold spell about the first of May, which practically put the cotton crop out in many sections.—State Seed Co.

FORT WAYNE, IND.—We are of the opinion that the extreme prices of clover have caused a decrease in the acreage. On account of the late sowing farmers in this locality have shown a desire to plant more beans and grass in place of their oats.—Kraus & Apfelbaum.

HEYWORTH, ILL.—Considerable clover for seed is raised in this locality. Clover threshers were here about five weeks last fall. I do not think that the lateness of the oats seeding will cause any great amount of substitution of beans or other crops in this locality.—E. C. C.

GREENFIELD, O.—The acreage devoted to the production of soy beans has been materially increased in this locality. Alfalfa acreage has also been increased. We have sold more field seeds, especially red clover this season, regardless of the high prices, than any other season for many years past.—C. C. Norton's Sons.

DECATUR, ILL.—A number of small patches of clover have been sown in this locality. I know of no large patches this year. Considerable clover has been sown with the wheat as fertilizer. Where farmers have been sowing clover for seed or hay they have been more sparing with seed than in years past. Instead of using about 10 bus. to the acre they are planting 8 bus. to the acre. The late season has caused many requests for soy beans and sudan grass seed to be used in place of oats.—Leon & Morris.

Seed Imports for April.

The Bureau of Plant Industry, U. S. Department of Agriculture, reports the importation of the following forage plant seed in pounds, during the month of April, 1920: alfalfa, 1,611,400; Canada blue grass, 41,400; awnless brome grass, 4,000; alsike, 183,300; crimson clover, 1,826,800; red clover, 2,209,400; white clover, 10,800; alsike and timothy mixed, 3,100; Hungarian millet, 22,100; grass mixtures, 2,500; orchard grass, 75,600; rape, 267,700; English rye grass, 159,100; Italian rye grass, 50,200; timothy, 100; hairy vetch, 92,200; spring vetch, 202,500; in comparison with importation for the month of April, 1919, as follows: alfalfa, 700; Canada blue grass, 105,400; alsike, 651,100; red clover, 341,900; alsike and timothy mixed, 7,500; orchard grass, 77,500; red top, 700; timothy, 200; spring vetch, 56,300.

For the ten months ending April 30, 1920, the report shows imported seed in pounds as follows: alfalfa, 17,541,600; Canada blue grass, 490,200; awnless brome grass, 163,900; alsike, 5,479,800; crimson clover, 9,024,100; red clover, 18,515,500; white clover, 183,300; white and alsike clover mixed, 22,000; red and alsike clover mixed, 700; alsike and timothy mixed, 240,200; timothy, alsike and white clover mixed, 1,800; meadow fescue, 2,800; broom corn, 225,400; Hungarian millet, 131,500; grass mixtures, 2,600; orchard grass, 2,623,500; rape, 5,608,900; redtop, 6,800; English rye

grass, 1,799,000; Italian rye grass, 974,000; timothy, 35,600; hairy vetch, 858,800; spring vetch, 664,800; in comparison with the figures for the corresponding period in 1919, as follows: alfalfa, 110,900; Canada blue grass, 488,100; alsike, 6,904,400; crimson clover, 352,100; red clover, 882,500; white and alsike clover mixed, 87,500; red and alsike clover mixed, 900; alsike and timothy mixed, 447,800; Hungarian millet, 124,800; grass mixtures, 200; orchard grass, 77,500; rape, 636,800; redtop, 5,000; English rye grass, 775,400; Italian rye grass 151,800; timothy, 75,200; hairy vetch, 251,800; spring vetch, 433,600.

Seed Conditions in France.

Michel Cherot, of Paris, in a report May 7, says that the clover and grass seeds sale season is quite over but for crimson clover, and the prohibition of export of French clover seeds does not incite even to small transactions. The market has been dull for two months past. The prohibition of export will probably soon be totally abrogated for crimson clover, and derogatory permissions of export have already been obtained. It is hoped that, in case the prohibition should be maintained for other commodities such as red clover, at least derogatory permissions of export will be allowed by next September.

From the 1919 crop of crimson clover there are no more than between 1,320,000 and 1,760,000 lbs. available for export. This is a small quantity at this season, as there will certainly be large sales of crimson clover during the month of May. The demand from America is already important.

It is impossible to know two weeks in advance how the crop will turn out in quantity and quality. The prospects are very fine; the plants are coming up beautifully; and it is very likely that the harvest will take place earlier than usual.

Crimson clover of the 1919 crop, fair average quality, passing the American federal seed law, is offered at 8 cents per pound; choice quality is offered at 8½ cents. The new crop has not yet been quoted. On May 7, its value was estimated between 9½ and 9¾ cents per pound.

The quantity of red clover left in France to be carried over from the 1919 crop may be estimated at between 1,760,000 to 2,200,000 lbs., a very small stock. The coming crop has a very fine appearance, and altho it is still too early to determine its importance and its quality, the prospects are good. Should the weather remain favorable, an important yield of good quality is expected. Crop 1919, fair average quality, for export and passing the United States federal seed law, was worth, May 7, 37½ cents per pound; choice quality was worth 39 cents.

The stock of alfalfa on hand is very small, not more than 660,000 lbs. The prospects for the new crop are very good. French alfalfa seed, fair average quality, available for export and passing the United States federal seed law, was worth, May 7, 23 cents per pound; Provence alfalfa was worth 25 cents.

THE NATURAL RESOURCES of Ethiopia ought to provide greater outputs of products than they do. Thousands of acres of good arable land are not cultivated, and agricultural methods are of the most primitive where agriculture is carried on. Wheat does well everywhere at moderate altitudes. At altitudes of between 4,590 and 5,900 feet two crops a year could easily be grown; but the wheat seed is never carefully chosen and is not always suited to the soil. The yield of wheat due to this lack of efficiency is only 10 times the amount of seed sown. The maximum yield per acre is never more than 2.29 cwt. It is estimated that there are from 12 to 15 million acres adapted to wheat raising, but only about 82,000 acres, with an annual yield of 196,800 cwt., are cultivated. In 1916 and 1917 the cereal crops in Ethiopia were very poor.

New Seed Law for Utah.

Effective June 1 is the new seed law for Utah, which applies to garden seed, irrespective of the size of the package. The common and objectionable exemption in favor of farmer-sellers is eliminated; but the most conspicuous exceptions to the Uniform Act are the provision relative to screenings and the general definitions. The main features of the law are herewith summarized.

Every lot of agricultural seeds offered for sale within the state shall have affixed the commonly accepted name; purity, per cent by weight, weed seed, per cent by weight; the number of Canada thistle, morning glory, burdock, wild oats, tumbling mustard, quack grass, and perennial ragweed seeds in each one pint of wheat, oats and barley, in each one ounce of millet, and the number in excess of five such seeds in each one ounce of white clover, sweet clover, red clover, alfalfa, or any kind of grass seeds; the per cent of sweet clover, dodder, and trefoil seeds in alfalfa; the per cent of Canada blue grass, mouse ear, chickweed and redtop seeds in Kentucky blue grass; the per cent of mustard, cow-cockle, annual ragweed, and sunflower seeds in small grains; the per cent of thistle, ragweed, dock and wild millet in all kinds of grass seeds; the per cent of germination by test, with date of test, name and address of vendor.

Every lot of such seed shall also have affixed the following information as to mixtures: that such a seed is a mixture; name and per cent by weight of each kind of agricultural seed present; per cent by weight of weed seeds; per cent by weight of inert matter; name of each kind of weed in excess of one in each half ounce; per cent of germination of each kind with date of test; name and address of vendor.

From the above requirements exemption is granted when the seed is sold for food and labeled "not suitable for planting"; when sold to mills or merchants to be cleaned and while held in storage to be cleaned.

Screening of weed seeds from agricultural seeds shall not be sold or given away, to be used as animal food, except when passed over a second screen in a manner prescribed by the State Crop Pest Commission, but such screenings must be burned or otherwise destroyed.

Agricultural seed includes all plant seeds commonly planted for economic or decorative purposes. Weed seeds include all seeds not generally and customarily so planted.

Railroad Claims.

BY OWEN L. COON.

A number of cases have recently come to my attention where oats have been shipped and there has been no notation placed upon the B/L to the effect that the car was loaded to the full visible capacity. As a result the freight rate has been assessed upon the marked capacity of the car. To recover this overcharge, take a copy of the B/L and get the local railroad agent to correct the B/L by inserting thereon a notation to the effect that the car was loaded to the full visible capacity, but such notation was originally omitted. File this then with the freight bill, and call the attention of the freight overcharge division of the railroad to the corrected B/L, and if properly handled a refund should be secured.

I recently got a large claim of this same character allowed for the Farmers Elevator Co. of Racine, P. O. Alden, Ia., in the amount of \$154 upon the strength of an affidavit filed in support of the claim to the effect that tho the car was an 80,000 capacity car, only 65,000 could be loaded into it at the outside, and that 63,000 was actually loaded therein. The difference between 65,000 and 80,000 was recovered. Follow out the idea and it may save some money also.

Feedstuffs

JELICO, TENN.—The U. L. Moses Grocery Co. has entered the feed and field seed business.

NEWCOMERSTOWN, O.—The Canton Feed & Milling Co. will erect a feed mill to cost \$20,000.

FORT WILLIAM, ONT.—Jas. Davidson Feed Co. will call for tenders for a mill costing \$20,000.—B.

IMPORTS of oil cake during the month of March were 8,305 tons, or about half of the amount exported.

HELENA, MONT.—Feed still is short, especially hay. It is difficult to get any at any price.—G. A. Bailey.

DECATUR, ILL., is rapidly becoming a corn grinding center, now grinding 75,000 bus. daily, about 25 million bushels annually.

AUGUSTA, GA.—We are just starting in the feed manufacturing business here.—E. C. Culvern, sec'y, Georgia Feed & Milling Co.

OSWEGO, N. Y.—The Oswego Milling Co. has been considerably inconvenienced by the tie-up of corn shipments by the strike of harbor men at Buffalo.

DEERFIELD, WIS.—The Mickelson & Quammen Flour & Feed Warehouse has been purchased by the Farmers Warehouse Co., possession to be taken June 1.

LIBERAL, KAN.—A half interest in the Johnston Feed Co. has been purchased by Allen Black, who has been in the employ of that company for several years.

OF A TOTAL of 17,482 tons of oil cake exported from the United States during March over 9,000 tons went to the Netherlands and over 6,000 tons went to Denmark.

INDIANAPOLIS, IND.—The Van Meter Flour and Feed Co. has been incorporated with a capital stock of \$30,000. Directors of the new company are F. Van Meter, I. Van Meter and L. N. Van Meter.

ADA, OKLA.—Our company has been operating here since the first of the year. We do not have an elevator, as most of our business is in the wholesaling and jobbing of flour and feed.—A. L. Fentem, Jr., mgr., Ada Flour & Feed Co.

RECEIPTS of feedstuffs during the month of April, 1920, at Milwaukee, as reported by H. A. Plumb, sec'y of the Chamber of Commerce, were as follows: Hay, 1,488 tons; flour, 23,160 bbls.; feed, 1,170 tons; in comparison with shipments for the month of April, 1919: hay, 1,262 tons; flour, 47,832 bbls., and feed, 2,920 tons. Shipments of feedstuffs during the month of April, 1920, at the same market included hay, 304 tons; flour, 39,266 bbls.; and feed, 11,975 tons; in comparison with shipments during the month of April, 1919, hay, 120 tons; flour, 298,762 bbls., and feed, 15,281 tons.

Exports of Feedstuffs.

March exports of feedstuffs, compared with March, 1919, and for the nine months ending March, were reported by the Bureau of Foreign and Domestic Commerce as follows:

	March		9 mos. ending March	
	1920	1919	1920	1919
Bran and midls., tons	222	497	1,527	5,550
Corn oil cake lbs.	37,500	2,000	510,800	70,970
Cottonseed cake, lbs.	36,267,510	338,685,325	69,875,971	
Cottonseed meal, lbs.	498,250	46,526,305	110,137,370	105,146,423
Dr. gr. mlt. spts., tons	146		1,426	210
Linseed cake, lbs.	22,190,389	13,573,290	302,402,844	69,385,830
Linseed meal, lbs.	1,351,072	872,512	15,456,389	37,384,207
Millfeed, tons	527	583	9,403	4,239

tion and will be in operation in a short time.

DECATUR, ILL.—The new plant of the Twentieth Century Milling Co. is nearing completion.

BRAN, middlings and mill feeds shipped from the United States to Hawaii during March amounted to 1,758 tons; compared with 5,580 tons shipped in March, 1919.

HOWARD CITY, MICH.—The feed and flour mill of J. H. Prout & Co. was recently destroyed by fire. All loss was covered by insurance. Sixteen hundred bushels of wheat on hand were damaged by smoke.

CHICAGO, ILL.—The Western Grain & Feed Co. has been dissolved. T. A. Hauschel, one of the original incorporators in 1904 and manager of the company ever since, will take over the business and operate it under his own name.

MEMPHIS, TENN.—The Edgar-Morgan Co.'s elevator warehouse and feed mill was struck by lightning on the afternoon of May 12th. It was thought the resulting fire was extinguished, but it broke out anew early the following morning and destroyed the plant. Loss, \$150,000.

THE INTERNATIONAL SUGAR FEED Co., Minneapolis, Minn., has registered the figure of pigs at a trough in a rectangular form with the words "International Pig Meal," as its trademark, No. 126,637, for use on pig-meal; and a similarly designed rectangle with the figure of calves at a trough and the words "International Cali Meal," as its trademark, No. 126,638, for use on calf-meal.

UNREASONABLE rates on copra cake, copra meal and coconut oil cake from Undercliffe, N. J., and Port Ivory, Staten Island, N. Y., to Hammond, Ind., were the cause of complaint filed by Chapin & Co. with the Interstate Commerce Commission. Complainants declared that the rate collected should not have exceeded contemporaneous aggregates of intermediate rates, based on Buffalo, Black Rock, or Suspension Bridge, N. Y. They asked reparation and establishment of reasonable rates for the future. The I. C. C. decided that the shipper had been damaged to the extent of charges borne by it and the charges found reasonable and that shipper is entitled to a reparation with interest. The amount to be determined in accordance with Rule 5. It was also ordered that the defendant carriers should before August 6, 1920, file with the I. C. C. the rates to apply on the transportation of copra meal and copra oil meal in carloads from Undercliffe, N. J. and Port Ivory, N. Y. to Hammond, Ind., rates not to exceed the aggregate of intermediate rates contemporaneously maintained and applied by them on like traffic to and from Buffalo, Black Rock, and Suspension Bridge, N. Y.

UNREASONABLE rates on molasses is cause of a complaint filed by a manufacturer of mixed feeds at Rondout, Ill., with the Interstate Commerce Commission. Eleven cars of molasses were shipped from Mobile, Ala., to Rondout, Ill., in tank cars owned by the C. B. & Q. R. R. Believing that the rate of 23c applicable over other lines was applicable over the Burlington, the shipment was routed to St. Louis over the M. & O., from St. Louis to Chicago over the Burlington, and from Chicago to destination over the C., M. & St. P. Over a year later shipper was informed that the rate over the route used was 29c. Shipper paid the rate. On June 25, 1916, the 23c was established over the route of movement to Milwaukee, Wis., a further distant point than the destination of molasses. The M. & O. R. R. defendants admit the charge was unreasonable and expressed a willingness to make reparation on the basis of the lower rate established. The Interstate Commerce Commission decided that the shipper was damaged to the extent between the charges paid and the reasonable rate established, and is entitled to reparation with interest, and advised the shipper to determine its reparation under Rule 5 of "Rules of Practice."

PORTO RICO oil cake and oil meal imports from the United States for the nine months ending March, 1920, amounted to 907,564 lbs., valued at \$31,410, compared with 254,694 lbs., valued at \$7,700 imported in the corresponding period a year ago.

CEDAR RAPIDS, IA.—The Quaker Oats Co. announces that it has been compelled to lay off 500 employees because of the car shortage. Manager Laird announced that those laid off will be returned to work as soon as the situation adjusts itself.

PAPER BAGS for the shipment of grain products must bear a statement to the effect that the paper bag meets the requirements of Consolidated Classification Rules. The statement will be as follows: Freight Shipping Bag Meeting Requirements of Consolidated Freight Classification for (here insert contents to be carried) and Guaranteed by, (here is inserted name of the bag manufacturer). Bags of grain products weighing less than 20 lbs. in shipments of less than 24,000 lbs. must be inclosed in paper containers of material and quality upon which the stamp explained is attached; or in containers made of burlap or jute, or of cotton cloth weighing not less than 5 ounces per square yard, and containing not less than 36 threads to the inch each way. When above two requirements are not fully complied with, freight rates on Grain Products in bags shall be increased 20 per cent, with a minimum of 2 cents per 100 lbs. above the rates applicable on such articles in bags that do comply with these requirements. This rule is effective July 1.

Adulteration and Misbranding.

Under the Food and Drugs Act the following judgments have been rendered recently in the U. S. District Courts for the Bureau of Chemistry, U. S. Dept. of Agriculture.

The Marsh Commission Co., Pine Bluff, Ark., charged with adulteration and misbranding of feed, labeled in part "Jockey Horse and Mule Feed," "M Feed," and "Feedit Stock Feed," entered a plea of guilty and the Court imposed a fine of \$50 and cost.

The Hunt County Oil Co., Wolfe City, Tex., was charged with misbranding cracked cottonseed feed. Misbranding of the article was alleged for the reason that while the label bore the percentage of protein as 43, it actually contained approximately only 40.12 per cent. The defendant company entered a plea of guilty to the information, and the Court imposed a fine of \$10.

The Ladonia Cotton Oil Co., Ladonia, Tex., charged with misbranding cottonseed meal and cake, entered a plea of nolle contendere to the information, and the Court imposed a fine of \$50 and costs. Misbranding was alleged on the ground that the label represented that the article contained not less than 43 per cent of protein and not more than 10 per cent of crude fiber, whereas it contained less than 40 per cent of protein and more than 10 per cent of crude fiber.

The Hollis Cotton Oil, Light & Ice Co., Hollis, Okla., was charged with misbranding cottonseed meal or cake. Upon entering a plea of guilty to the information, the defendant company was fined \$100 and costs by the Court.

W. C. Nothern, Pine Bluff, Ark., was charged with misbranding cottonseed meal on the ground that the statements on the tags and labels as to the amount of protein contained in the article were false and misleading. W. C. Nothern, as claimant, was allowed to recover the article upon the payment of costs of the proceedings and the execution of a \$1,500 bond.

The Bozeman Milling Co., Bozeman, Mont., was charged with adulteration and misbranding of oat middlings. Adulteration was alleged for the reason that the article, consisting largely of oat hulls, had been mixed and packed therewith so as to reduce, lower and injure its quality, and had been substituted in part for oat middlings, which it purported to

de. Misbranding was charged on the ground that it was an imitation of, and was offered for sale under the distinctive name of another article, namely, oat middlings. The Bozeman Milling Co., as claimant, admitted the allegations, and it was ordered by the Court that the article should be delivered to the claimant upon the payment of the costs of the proceedings and the execution of a \$700 bond, conditioned in part that the product be re-labeled under the direction and supervision of a representative of the Dept. of Agriculture.

Elevator Head Design and Discharge

The proper discharge of elevators depends principally on two things—speed of the head pulley and the location of the throat, or, rather, the throat piece, or table, says Prof. B. W. Dedrick in the *Operative Miller*, from which the following is taken.

The accompanying sectional drawings give the proper sizes, proportions and throat discharges for three sizes of elevator pulleys, and heads:

Fig. 1 is a discharge end view, and Fig. 2 a side view of elevator or an elevator head with 16-inch pulley. Figs. 3 and 4 are side elevations of elevator heads with 18-inch and 20-inch pulleys, respectively.

The axes of all the pulleys are disposed on a horizontal line or plane common to all, and thus afford a good comparison as to the difference in size or proportions of the elevator heads, cups, etc., with the increase in size or diameter of pulley and projection of cup.

As a basis for each, a cup or bucket with a 3-inch projection was taken for Fig. 2, one with 4-inch projection for Fig. 3 and a 5-inch projection for Fig. 4.

There should be a quarter-inch space between the elevator band or belt and the inside of the face boards forming the inner side of the front and back legs, also an inch space between the front rim of the cup and the inside of the outer boards of front and back legs. This is good practice; however, a cup with a half-inch more projection might be used in each case, still retaining the same width of cup, but this is not so safe as the rule of 1-inch space between cup and board. The inch gives a greater margin of safety and utility in case of accident or getting caught or something, or of the front rim being pulled or bent out. It might be bent out a half-inch or more and still run without giving trouble until such time as opportunity presents itself to straighten the bucket or replace it with a new one; whereas, with only a half-inch clearance, the offending bucket would probably have

to come off at once, or would be in danger of again catching (particularly at the bottom of boot) or eternally scraping along the elevator.

The inch clearance also gives more margin in case of the belt becoming somewhat slack; whereas, a half-inch clearance would allow it to dig at bottom.

The figures represent standard elevator heads. The rules here given are Prof. Dedrick's method for proportioning the throat and obtaining distance of throat piece and proper discharge.

Lay off the perpendicular line "p" and measure from center "c," taking one-half of the pulley's diameter in inches; add to this 1/12 of the diameter of pulley. This will give the proper distance below center for the line "H," forming the top section of head and the location for the throat piece. Draw "H" horizontal to "P" and form the point where "P" cuts or touches "H"; measure off twice the length of the line "P." This will give the extreme dimensions of the discharge half of elevator head. Examples: 16" pulley with 3" cup; $\frac{1}{2}$ dia. = 8" + (1/12 of dia.) 1.33" = 9.33" for "P." $2 \times "P" = 9.33 \times 2 = 18.66$ " for "H," or the distance as measured along "H" as shown in Fig. 3. A vertical line "B" dropped down from the rim of pulley will mark or represent the belt. The diagonal line "A" drawn from center "C" to the point where "B" cuts "H" will form an angle of 50° with "H." This angle is the same for all sizes. The diagonal line "D" from center of pulley to end of "H" gives the proper height of the tongue on guard above "H."

The inside depth of leg will be the projection of cup as $3" + 1\frac{1}{4}" = 4\frac{1}{4}"$, and this will be the width of the "filler" board, and the depth or width of leg; outside dimensions will be "filler" plus the thicknesses of the face boards of $4\frac{1}{4}" + (2 \times \frac{1}{2}) = 6"$ for the leg. The length of the throat piece or table is made equal to the total width of leg or 6 inches, or one-third of the distance from the center of pulley on line "H."

Since the extreme length, or dimensions, of the entire head is 31.6 inches, the whole is pretty evenly divided into 5 divisions, three parts for back or discharge side and two for the front side. Thus, the legs take two-fifths and the throat another fifth.

To proportion the head using the same size pulley but now using large cup, say with 1 inch more projection, increase width of legs by 1 inch for each, the length of throat 1 inch; also drop line "H" or throat 1 inch, so as to maintain the relative position of throat or discharge end, or, in lieu of the drop,

increase the speed of pulley three or four turns per minute to give a slightly greater throw.

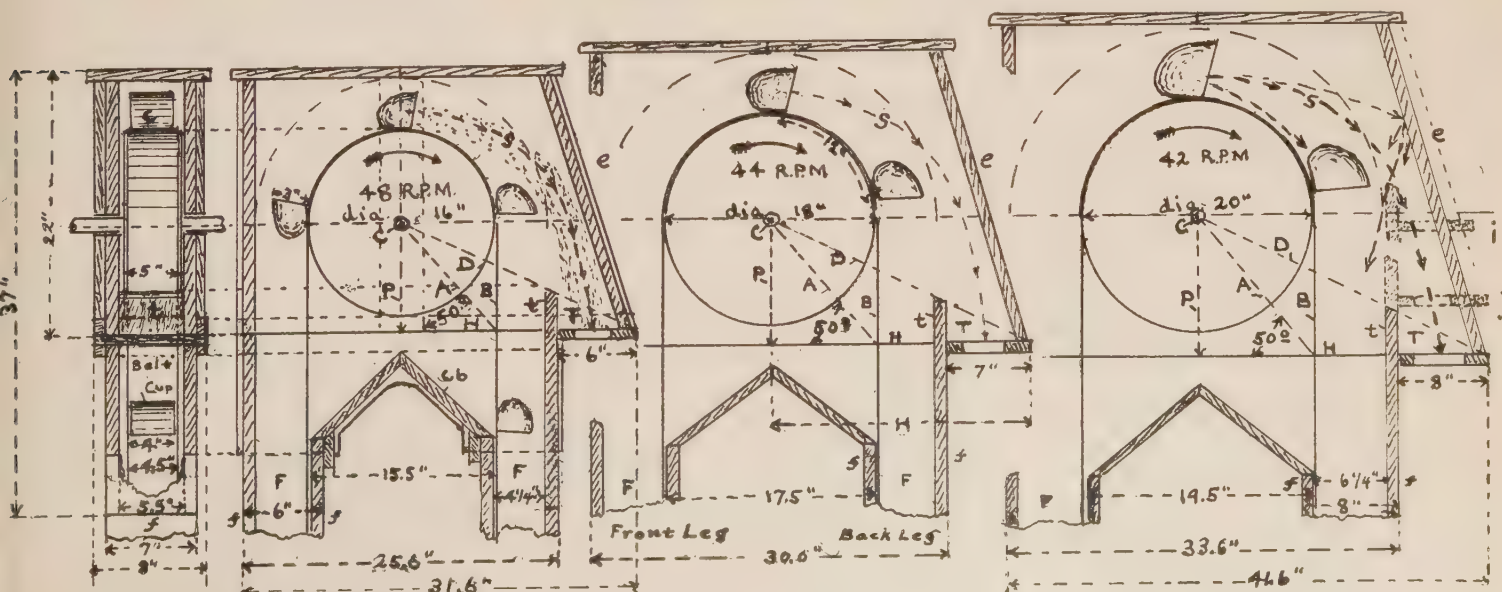
The speed for a 16-inch elevator pulley is 48 r. p. m., and gives a belt travel of 200 feet per minute. An 18-inch pulley, 44 r. p. m., and 207 feet per minute, and a 20-inch pulley, 42 r. p. m., and 220 feet travel of belt per minute. Elevator pulleys should be run at these speeds, if possible.

The largest size cups in the way of projection should not be over 4½ inches for an elevator with 16-inch pulley, 5½ for 18-inch and 6½ for a 20-inch pulley. Fig. 1 shows an end view of the elevator shown in Fig. 2, and gives the dimensions of leg, width of cup, belt and pulley.

The inside width of leg should be greater by ½ inch than the face of pulley, and the belt ½ inch less in width than face of pulley, and again the cup ½ inch less in width than the belt.

It is designed that there will be ample clearance of, say ¼ inch, on each side between the edge of pulley rim and the side of elevator head, so as to prevent the pulley rubbing or wearing the sides, and possibly setting fire by friction. The belt is made narrower than the pulley also to prevent the belt rubbing the sides of legs, also head. It has a half-inch margin to go on, and unless the elevator settles or gets twisted, or out of level sufficient to work the belt to one side, the belt will seldom rub or touch the sides of leg. The elevator heads should be placed firmly in position and tied so as not to move or get slewed around, and the shaft should have no end play or movement, and be held in place by set-collars. The cup being narrower than the belt, having a quarter-inch margin of belt on each side, will not be so liable to catch or scrape along the sides of legs, head and boot, should the belt itself do so. Where the cups are as wide as the belt, there is always this liability.

At "j," Fig. 4, dotted in, is shown the throat situated higher up about 5 inches above "T." As will be noticed, the curve "S," representing the grain or chop, has ample clearance, and the throat at this point will answer quite well if, for any reason, it is necessary to get the greatest degree of pitch possible for the connecting or delivery spout, by carrying the throat up higher. The throat piece might be placed even higher up, as between "j" and "i," and still discharge quite satisfactorily, providing the end "e" was extended forward, enlarging the throat, and the tongue on guard shortened a bit. It would be advantageous, too, to speed up the pulley a few more turns.



Courtesy Operative Miller.
Fig. 1. Discharge End View. Fig. 2. Side View of 16 Inch Pulley Head. Fig. 3. 18 Inch.

Fig. 4. 20 Inch.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Blytheville, Ark.—Riggs & Helm, of Caruthersville, have decided not to build an elvtr. at this station after all, as they have been unable to obtain a site that pleased them.

Fort Smith, Ark.—John A. Broadus, who has been seriously ill for sometime has recovered and is now able to be about. He is in the grain brokerage business under his own name.

Little Rock, Ark.—The E. L. Farmers Co. and W. R. Wilson & Co. have been consolidated and will operate as the Farmers-Wilson Co. The new company is strictly a brokerage one and will have offices on the 2d. floor of the Bankers Trust Bldg.

England, Ark.—No elvtr. here. R. L. Sawyer sold his business to Brown & Oglesby, of Little Rock. We began business Apr. 1, having put up our own building on an R. R. site and we expect to handle all kinds of grain and feeds.—J. E. Hicks, England Grain & Hay Com'n Co.

CALIFORNIA

LOS ANGELES LETTER.

Wm. H. Holliday, for many years treas. of the Globe Grain & Milling Co., died recently at his home in this city.

J. K. Mullen, pres. of the Colorado Mill & Elvtr. Co., who has been seriously ill, is rapidly recovering his health and strength in the balmy breezes of this city.

The Grain Exchange adopted new hours for the daily session May 1, the time now being from 11:30 a. m. to 12:30 p. m. Other new rules were made which will be reported later.

CANADA

Ilderton, Ont.—The Ilderton Farmers Club is planning to build an elvtr.

Unionville, Ont.—Farmers Elvtr. & Supply Co. incorporated for \$20,000.

Montreal, Que.—The Federal Hay & Grain Exchange has dissolved.—B.

Moncton, N. B.—The Eastern Hay & Grain Co. is building a \$15,000 elvtr.

Sherbrooke, Que.—Eusebe Fontaine contemplates the erection of a flour and grain warehouse.—B.

Killam, Alta.—The Pioneer Elvtr. owned by Jas. Richardson & Son, was destroyed by fire with a loss of \$100,000.—B.

Winnipeg, Man.—The Canadian Cereal Manufacturing Co. Ltd., has been incorporated with a capital stock of \$20,000.—B.

Montreal, Que.—The Dominion Flour Mills has completed its 400,000-bu. concrete elvtr. and marine leg and now has a total capacity of 700,000 bus.

Vancouver, B. C.—A. J. Lockhart passed away in his 73rd year. He was formerly located in Bowmanville, Ont., where the firm of A. Lockhart & Sons were extensive grain buyers.—B.

Winnipeg, Man.—G. W. Head, a member of the Grain Exchange for the last 15 years, has sold his interests in the Head Shipping Co. and will engage in the cotton business with his brother in Arizona.

Ft. Frances, Ont.—J. A. Mathieu, Ltd., incorporated for \$1,000,000, by J. A. and N. Mathieu, M. A. Malone and O. B. Flinders. The company will buy, sell, store and deal in grain and feeds and will build or buy many elvtrs., warehouses, etc.

Ottawa, Ont.—The Canadian Wheat Board has issued an order that no mixed grains containing wheat grown in the provinces of Ontario and Quebec shall be exported out of Canada without a license or permit. No mixed grains containing wheat shall be imported either.—B.

Ottawa, Ont.—A settlement has been reached in the disagreement between the Greek Government and the Canadian Government over the price of some 6,000,000 bus. of wheat in connection with which a dispute arose thru a misunderstanding as to the agreement with the Canadian Trade Commission. An additional 50c per bus. is to be received.—B.

Ottawa, Ont.—Announcement has been made that Canadian farmers may get 40c per bu. for participation certificates on wheat sold through the Canadian Wheat Board. With \$2.15 already guaranteed this would bring the price up to \$2.55. Opinion is expressed by grain men at other centres that the amount may run as high as 60 cents. The Board's announcement was opportune, in that it will check speculation in certificates.

COLORADO

Peetz, Colo.—The Peetz Grain Co. has succeeded the Colo. Grain & Elvtr. Co. and will build a new elvtr. this summer. We will install trap dump, and truck scale, and will enlarge the office. The Birchard Constr. Co. has the contract.—Geo. Diescher, mgr. Peetz Farmers Co-op. Co.

IDAHO

Hazelton, Ida.—Roy L. Gale has succeeded Sam Merrett as mgr. of the Farmers Grain & Milling Co.

Burley, Ida.—Fred Milar will succeed A. A. Hall, as mgr. of the Burley Grain & Produce Co. for several months, Mr. Hall having been granted an extended vacation.

ILLINOIS

Newark, Ill.—Marvin Anderson is now mgr. for the Farmers Elvtr. Co.

Bellflower, Ill.—Gooch Bros. & Co. will build a new elvtr. here this summer.

Randolph, Ill.—The Randolph Co-op. Grain Co. contemplates repairing its elvtr.

London Mills, Ill.—We are not in the grain business at present.—Hummel Lbr. Co.

Palmyra, Ill.—Work on the new elvtr. of the Duncan Grain Co. is progressing rapidly.

Streator, Ill.—The Taylor Bournique Co. has opened an office in the Murray Bldg. in this city.

Kewanee, Ill.—The Farmers Elvtr. Co. has increased its capital stock from \$15,000 to \$30,000.

Melvin, Ill.—The Farmers Elvtr. Co. expect to build a 25x125 ft. office and warehouse at an early date.

Ferris, Ill.—The Farmers Elvtr. Co. will build an elvtr. Concrete will be used in the construction.

Warsaw, Ill.—Irven Meyers has succeeded Fred W. Council as our mgr.—Farmers Grain & Supply Co.

Ipava, Ill.—J. H. McCune is devoting his time to his lumber interests, having sold out the grain business.

Mount Morris, Ill.—The Clevidence Grain & Lbr. Co. incorporated for \$100,000 by A. E. Clevidence, and others.

Carrollton, Ill.—After 53 years of active service in the grain trade, T. C. Hussey has retired from business.

Bloomington, Ill.—L. E. McAtee & Co., grain brokers at Rantoul, Ill., recently opened an office in the Unity Block at this city.

Red Bud, Ill.—Ground has been broken for the new 40,000-bu. elvtr. of the Ziebold Mill Co., which will be rushed to completion.

Varna, Ill.—A. R. Wright and Conrad Koch have bot the elvtr. of J. C. Maddin, who will remain as mgr. of the house for the present.

Manhattan, Ill.—The Farmers Grain Co. has filed a voluntary petition in bankruptcy, placing its assets at \$24,038 and liabilities at \$48,869.

Havana, Ill.—A number of farmers here have decided to form a new elvtr. company and have bot a site south of the McFadden Elvtr.

Cullom, Ill.—The Cullom Co-Op. Grain Co. is building a 130 x 150 ft. lumber shed. It is doing an enormous lumber business but no grain on account of car shortage.

Oneida, Ill.—We have organized with a capital stock of \$135,000 and will put up a 35,000-bu. concrete elvtr. We are now under the Co-op law.—Farmers Elvtr. Co.

Springfield, Ill.—I am now in charge of the office of the Bartlett, Frazier Co. of Chicago, at this city. Was formerly with P. S. Carter & Co. Girard, Ill.—A. S. Carter.

Woodstock, Ill.—I have bot property here and will build a 50-bbl. mill, feed mill, grain bins, elvtr. etc. Will install all new machinery.—Wm. Bonseltd, West McHenry, Ill.

Gard, (Edwardsville, p. o.), Ill.—The Edwardsville Co-op. Elvtr. Ass'n, of Edwardsville, may build an elvtr. here as a sub-station for the farmers north and west of the town.

Barnes, Ill.—The new concrete elvtr. of the Barnes Grain Co. will be completed in 30 days. The house will have a 50,000 bus. capacity and will be 100 ft. high, including the cupola.

Ballard, Ill.—Harry Merrick, of Urbana, succeeded Wm. McDevitt as mgr. for Boughton & Harlan. Mr. McDevitt has been mgr. of the elvtr. for 20 years. He will move to Chenoa.

Breese, Ill.—We contemplate building a concrete elvtr. at this station. We will, of course, install the usual machinery, such as belts, dump, legs, manlift, etc.—H. Koch, Koch Grain Co.

Bonfield, Ill.—Peter Gaus, mgr. of the Bonfield Grain & Lbr. Co., died recently after an illness of several months. He was 36 years old and leaves a widow, 2 daughters, and a son.

Venice, Ill.—The Langenberg Bros. Grain Co. has bot the 30,000-bu. elvtr. of the C. H. Albers Com'n Co. at this station. This gives the former company a total capacity of 1,000,000 bus.

Eleroy, Ill.—M. L. Heitler of Belvidere and Herman Hanske, of Laurel, Ia., have bot the elvtr. of the Meyers Bros. and will continue the grain, coal and lumber business of the old company.

East St. Louis, Ill.—The Illinois Co-op. Exchange, Inc., incorporated for \$12,000 by Wm. Meadows, Newton, Ill.; Chas. W. Welkmeyer and G. L. Westermann, of Campbell Hill, to operate elvtrs., etc.

Washington, Ill.—The Washington Flour Mills Co. is contemplating the building of a 100,000-bu. concrete elvtr. this spring which would give the company a total storage capacity of 200,000 bus.

Belvidere, Ill.—The Farmers Co-op. Elvtr. Co. has bot the elvtr. and coal yards of Arthur J. Hyland for \$30,000. Possession will be given June 1. Mr. Hyland intends to take an extended vacation before re-entering business again.

Warrensburg, Ill.—Victor Dewein has sold his elvtr. to Chas. H. Faith of Warrensburg. possession July 1, 1920. Mr. Faith is a retired grain man, re-entering the grain business. His son, Wm. A. Faith, will be in charge of the business.

Symerton, Ill.—H. M. York, who has been operating at Fossiland, and I have formed a partnership and will operate the elvtr. of my son, Orlando S. Murray at this station. The firm name will be The Murray & York Grain & Coal Co.—Wm. Murray. (The younger Mr. Murray was killed recently in an automobile accident.)

Pekin, Ill.—The plant of the American Distilling Co. was, it is thot, a victim of a dust explosion, about 10 a. m., Apr. 30. The fire started on the upper floor of the mill house which was full of grain and valuable machinery for handling it. The interior of the plant was gutted as the heavy machinery shot down thru the floors and fire spread rapidly. It was, however, confined to the one building and the rest of the buildings were saved. The fire wall between the east and west buildings proved its worth. The building can not be rebuilt as it is too badly damaged, but a new mill house will go up at once. Loss was about \$75,000.

Ridott, Ill.—Our plant should have a new roof, a covering of galvanized iron and new lights. We are now installing an attrition mill having recently secured electric power.—H. A. Hillmer Co., Freeport.

Bentley, Ill.—A concrete warehouse and office has just been completed for the Farmers Co-op. Elvtr. Co. The elvtr. will be ready for operation in 20 days. Miller, Holbrook & Warren drew the plans and Downey & Connor are doing the construction work.

Kane, Ill.—The Farmers Grain Co., Ross Chappell, mgr., has bot the elvtr. of E. G. Cockrell & Sons for \$6,000. The elvtr. has been in operation for the last 34 years, Chas. Cockrell having been mgr. for 14 years. The farmers' company will use the recently acquired house for corn and oats storage and its own house for wheat.

CHICAGO NOTES.

Last week a Board of Trade membership sold for \$10,500 net to buyer, but on May 22 the price was \$9,750 net to buyer.

Directors of the Board of Trade restored the membership of E. M. Hoyne to him, May 13. It had previously been declared forfeited.

Wm. E. Neiler, of the W. E. Neiler Co., Minneapolis, Minn., insolvent, has been expelled from membership in the Board of Trade.

Wm. R. Coles, a Board of Trade member for over 30 years, died May 20, at his home in this city. The remains were taken to Milwaukee for interment.

Philip R. O'Brien has been suspended from operations on the Board of Trade for 90 days. He was connected with E. M. Hoyne & Co and is said to owe the firm \$140,000.

L. M. Miller and John O'Malley have been elected to membership in the Board of Trade and application for membership has been made by H. S. Bicket and J. R. Black, Jr. Recent transfers posted are J. G. Stueur and the estate of W. H. Lake.

Members of the Board of Trade were fortunate enuf recently to hear a short address by Pres. Willard, of the B. & O. R. R. Co., on the trading floor. He predicted high prices and apparently that there was little hope of bettering the condition of the railroads at present.

W. S. Dillon, mgr. for C. L. Dougherty & Co. for many years, has announced that he has engaged in the grain trade on his own account and will operate as W. S. Dillon & Co. He will continue to occupy the offices of the old firm and John Elker, for many years his associate in the old company, will remain with the new one.

Henry Rang, Jr., of Henry Rang & Co., died suddenly, at the age of 47, May 24. He was a member of the Board of Trade, Minneapolis Chamber of Commerce and the Milwaukee Chamber of Commerce and had been engaged in the grain trade since his father made him a partner in the old firm at the age of 24. He was one of the best known barley specialists in the grain trade and will be greatly missed by those who knew and associated with him. He is survived by his wife. The business, a corporation, will be continued as before.

McKenna & Dickey have bot the Michigan Central Elvtr. at Matteson, Ill., of Chas. Dougherty at the crossing of the Illinois Central, and will operate it with the other elvtr. there owned by them, known as McKenna & Dickey's Elvtr. A. The recent acquisition will be designated Elvtr. B. It is a transfer house with some storage, making their total capacity there 150,000 bus., and handling capacity 30 cars a day, loading and unloading. The plant will be employed in the firm's shipping business. Despite his youthful appearance, Mr. Dougherty is over 60 years of age and is retiring.

INDIANA

Roann, Ind.—The Mutual Grain Co. has sold its elvtr. here.

Delphi, Ind.—I am just starting in the grain business at Burrows and Tacoma.—Wm. C. Smock.

Vincennes, Ind.—The McCardle & Black Grain Co., of Indianapolis, has opened a branch office at this point.

St. Louis Crossing, Ind.—The Farmers Co-op. Elvtr. Co. has made its final decision and will not build an elvtr. this year.

Silver Lake, Ind.—Silver Lake Elvtr. Co. incorporated for \$50,000 by H. A. Mypers, M. Shilling and Norman Tucker.

Boone Grove, Ind.—Boone Grove Grain Co. incorporated for \$15,000 by E. F. Jones, N. L. Bradfield and P. E. Goodrich.

Brems, Ind.—I own a 3d. interest and am mgr. of the R. P. & W. Grain Co. which bot the elvtr. and coal bins of John C. Young—Otto Warnke.

Churubusco, Ind.—The Mayer Bros., of South Whitley, operating as the Mayer Grain Co., have bot the elvtr. of E. E. Gandy and are now operating same.

Coburg, Ind.—We received our mail at Westville not at Alida as has been stated. Our main office is at Westville.—John Bauer, Mgr. Farmers Co-Op. Co.

Akron, Ind.—F. Haldeman & Co. have succeeded F. Stoner & Co. F. Haldeman was mgr. and partner of F. Stoner, for the last 24 years.—F. Haldeman & Co.

Richmond, Ind.—The Buckeye Elvtr. & Grain Co., with elvtrs. at Boston, Witt's Station and Kitchell, has become associated with the New Farmers National Grain Ass'n of Richmond.

Galveston, Ind.—The Galveston Co-op. Elvtr. Co. has bot the elvtr. of Garrison Bros. for \$20,000 and will take possession June 1. The new company has been incorporated for \$50,000.

Clymers, Ind.—The Farmers Co-op. Elvtr. Co. has been organized and efforts are being made to buy the elvtr. of Bruce Reed & Co. If the deal falls thru the company will build a house.

Mecca, Ind.—We will make minor changes in our plant. Our officers are E. H. Calvin Rohm, pres.; Geo. W. Rohm, vice-pres. and gen. mgr., and Arthur Rohm, sec'y-treas.—Rohm Bros., Rockville.

Montvale, Ind.—The Goodrich Bros. Grain & Hay Co. is moving its 5,000-bu. studded elvtr. to Boone Grove on the Erie. It will be moved 11 miles in 11 days. An office and feed house will be added, also a dreadnaught Grinder and a Linkhart Grader.

Brownsburg, Ind.—Burglars gained entrance to the office of the Wolfram Grain Co. by the use of a skeleton key and stole a half a barrel of flour. The office was in a turmoil, drawers pulled out and upset, etc., when the robbery was discovered, but only the flour was taken.

Winamac, Ind.—The Co-op. Elvtr. Co. has been made defendant in a suit brot by H. King, of Anderson, for \$15,000 for alleged damages due for malicious prosecution. King was bookkeeper and cashier for the company in 1917 and when a shortage of \$895 was discovered, it is said that he was accused of the alleged theft and was not acquitted of the charge of embezzlement brot by the company for 2 years. He now asks reparation for damages to his character.

IOWA

Gardiner, Ia.—John Parks will be mgr. for the Perry Grain Co.

Grand Junction, Ia.—I have quit the grain business.—F. C. Harvey.

Council Bluffs, Ia.—The McInnerney Elvtr. Co. will build a new elvtr.

Ledyard, Ia.—The capital stock of the new Farmers Elvtr. Co. is \$50,000.

Ida Grove, Ia.—C. C. Crawford is having the East Elvtr. repainted and repaired.

Ellston, Ia.—The new elvtr. and office of O. A. Talbott & Co. have been completed.

Wiota, Ia.—We have taken over the elvtr. here and Gene Kellogg is mgr.—Rothschild Grain Co.

Atlantic, Ia.—Ole Olsen has succeeded Frank Lenoir as our mgr. at this station.—Rothschild Grain Co.

Wesley, Ia.—A new warehouse and office will be built by the Farmers Co-op. Society at an early date.

Corning, Ia.—Chas. Cooper and F. O. Akin have bot the elvtr. of Joe Curry. Mr. Cooper will be mgr.

Mondamin, Ia.—The Updike Grain Co. of Omaha, installed 2 Hall Signaling Distributors in elvtr. here.

Indianola, Ia.—The Farmers Elvtr. Co. has bot the elvtr. of F. G. Sigler and will take possession July 1.

Keokuk, Ia.—Our grain department is now located in the office at this point.—Purity Oats Co., branch of the American Hominy Co., Davenport.

Hockton, Ia.—The Farmers Elvtr. Co. has let the contract to W. C. Bailey for a 20,000-bu. concrete elvtr.

Sergeant Bluff, Ia.—The Farmers Elvtr. Co. has installed new machinery including a rotating cleaner and motors.

Emerson, Ia.—The Farmers Co-op. Co. has bot the elvtr. of Gund & Sein for \$10,000, and will take possession June 1.

Holmes, Ia.—Farmers Co-op. Elvtr. Co. incorporated for \$30,000 by John Peterson, pres., and W. Johnson, sec'y-treas.

Nevada, Ia.—Frazier & Son have let contract for the installation of a new dump and many other improvements in their elvtr.

Wall Lake, Ia.—I am now mgr. of the Farmers Union Grain Co. at Lake View after being 9 years with Wm. Claussen here.—E. C. Sherwood, Farmers Union Grain Co., Lake View.

Audubon, Ia.—L. A. White, formerly mgr. of the Farmers Elvtr. Co. at Matlock, will be mgr. of the Co-op. Co. here. He will be here within 60 days or as soon as he can be released from his duties at the other elvtr.

Wallingford, Ia.—F. S. Gehlke has succeeded Ole Warren as mgr. of the Farmers Elvtr. Ass'n. Mr. Warren disappeared some time ago and up to the present has not been located. He left his accounts in good shape.

Council Bluffs, Ia.—The Rothschild Grain Co. has leased the elvtr. of the Rock Island, formerly leased by the Dawson Grain Co., and will take possession not later than July 1. The elvtr. will be thoroughly overhauled and repaired at once. It has a capacity of 250,000 bus.

Templeton, Ia.—The elvtr. of the Farmers' Elvtr. Co. will be greatly improved when the alterations now being made are finished. The house is being re-sided with iron, put on a concrete foundation, equipped with a new dump, legs and spouting and will have a new office and driveway.

Glenwood, Ia.—Gund & Sien, of Atlantic, have bot the elvtrs. of C. R. Shields at this station and at Balfour, making a total of 8 elvtrs. in southwest Iowa owned by them. The elvtrs. are located at Elk Horn, Kimballton, Gates, Lorah, Smith Lake, and Hastings, beside the two just acquired.

Centerville, Ia.—We are organizing a company. It is not yet decided fully whether we will build or buy and we probably will not have an elvtr. at the present time, rather putting up a storage warehouse for the present and undertaking the elevator proposition later as soon as the business will warrant it.—Geo. H. Munger, County Agent.

Remsen, Ia.—J. F. Gamerding is now in charge of the elvtr. which he recently bot from Tierney & Ahmann. He will improve the property at once, installing a new scale and dump in what will be the new office of the company which will be fitted up in the elvtr. proper. The old office and scale house which are in a separate building will be moved nearer to the railroad and will be used for storage.

Hawarden, Ia.—The big elvtr. of R. H. Nolan, containing 1,000 bus. of corn, 500 bus. of wheat, and other small amounts of grain, burned May 10. The loss on grain is covered by insurance and most of the elvtr. loss, there being \$7,500 on the building. A number of freight cars stood alongside the elvtr, but these were pulled out of the way by the switch engine. This elvtr. was the oldest one in Hawarden. Part of the structure was erected by Granger & Cox in 1883. Additions have since been made, so that it was still in a good state of preservation and had a large grain capacity. Mr. Nolan is already taking steps to replace the elvtr. with a modern structure. He contemplates the erection of a modern concrete, fire-proof elvtr., of four concrete tubular bins 24 x 96 ft in height, with a capacity of 25,000 bus. of grain. They are to be connected with an arched concrete driveway and equipped with all modern machinery.

DES MOINES LETTER.

The Stockley Grain Co. is now located in the Hubbell Bldg.

A telephone booth will soon be installed on the floor of the exchange as well as new sample tables.

W. G. Goy and A. J. Cheeseman have been admitted to membership in the Board of Trade, the membership of S. C. Johnson being transferred to Mr. Cheeseman.

SIOUX CITY LETTER.

J. J. Overholtzer is now mgr. of the Future department of the Trusler Grain Co. He was formerly with the Burke Grain Co.

R. A. Taylor has resigned as supt. of the Terminal Elvtr. and is now mgr. of the elvtr. of the Godfrey Grain Co., Minneapolis.

Sioux City, Ia.—The plant of the Mystic Mfg. Co. is again in operation after a shutdown for repairs and enlargements that it has taken over 3 months to complete.

Sioux City, Ia.—The Trusler Grain Co. has moved from the 2d to the 1st floor of the Board of Trade where it has large and commodious offices. The company has taken over the James E. Bennett & Co. wire and has installed a board.

KANSAS

Madison, Kan.—I own the only elvtr. and mill here.—W. Soule.

Caldwell, Kan.—Farmers Co-op. Grain Co., incorporated for \$25,000.

Jefferson, Kan.—An elvtr. is being built at this station by W. L. Bates.

Connell, Kan.—Connell Co-op. Grain & Supply Co. is incorporated for \$15,000.

Wetmore, Kan.—C. N. Bundy, of Hanston, has bot the elvtr. of Guy Janer here.

Tampa, Kan.—The Tampa Co-op. Ass'n has succeeded the Farmers Grain & Supply Co.

Goodland, Kans.—Goodland Equity Elvtr. Co. will equip elvtr. here with a Hall Signaling Distributor.

Gem, Kan.—The Gem Farmers Co-op. Elvtr. Co. is building a new power house and installing an engine.

Muscotah, Kan.—I bot the elvtr. of C. B. Bevans here and will take possession June 1.—Wm. Rogge, Paxico.

Sylvan Grove, Kan.—Have sold out my grain business and will quit entirely within the month when I shall move to California.—M. E. Wunderlich.

Paxico, Kan.—I sold my elvtr. here to J. H. Dugan & Son and have bot an elvtr. at Muscotah where I will be located after June 1.—Wm. Rogge.

Groveland, Kan.—The Wall-Rogalsky Mfg. Co., of McPherson, has let contract to the Jones-Hettelsater Constr. Co., for the remodeling of its elvtr. here.

Topeka, Kan.—J. E. Stratton, mgr. of the Powhattan Grain Co., of Powhattan, has resigned and henceforth will be with the W. H. Bartz & Co. here.

Girard, Kan.—Work on the C. Hitze & Son Mill & Elvtr. Co.'s new 75,000-bu. reinforced concrete elvtr. designed by the Lehrack Constr. & Engr. Co., is now under way.

Atchison, Kan.—We have opened an office here in the Board of Trade Bldg. with Frazier A. Gutzman in charge. We will have a private wire and will also handle cash grain.—G. Moore, Moore, Lawless-Grain Co.

Winfield, Kan.—I have been with the Daves & Daves Grain Co. for the past 7 years with the exception of about a year when I was sales mgr. for the Goerz Flour Mills at Newton. Am starting in business here.—C. E. Norton, C. E. Norton Grain Co.

Ellsworth, Kan.—As soon as the affairs of the Ellsworth Mill & Elvtr. Co. are settled with the H. C. Lee Flour Mills Co., of Salina, who recently bot the plant, E. F. Malaby, sec'y, and H. Work, pres. of the company, will retire from active business and make a long stay in California.

Mound City, Kan.—The 15,000-bu. reinforced concrete elvtr. being erected here for the Associated Mill & Elvtr. Co. by the Lehrack Constr. & Eng. Co., is nearing completion. It is a duplicate of the Associated Co.'s concrete elvtr. at Dwight, Kan., and will contain 1 leg, a Richardson Automatic Scale, 4 deep hoppers bins and 1 overhead bin, a Fairbanks Truck Scale and Dump & Manlift. A two-room reinforced concrete office adjoins the driveway.

WICHITA LETTER.

Wichita, Kan.—The C. B. Cozart Grain Co. of Oklahoma City, Okla., has bot a membership in the Board of Trade and will open an office here.

Wichita, Kan.—The Simonds-Shields-Lonsdale Grain Co. of Kansas City, Mo., has opened an office here with H. L. Chowning, formerly mgr. at Kansas City, as mgr.

The Baker Evans Grain Co. incorporated for \$50,000 by Albert F. Baker, Chas. M. Evans, and Matry Baker.

The new Board of Trade bldg. has been completed to the 5th floor and 3 more are to be added. Work is progressing at the rate of 24 hours a day and will be completed Aug. 1.

HUTCHINSON LETTER.

The Cental Grain Co. incorporated for \$100,000 by J. E. Damon, Fred Burns and N. J. Sawyer.

The highest building in this city is the new elvtr. of the Security Elvtr. Co. It is 174 ft. top of the cupola and the tanks are 96 ft. high. It has a total capacity of 500,000 bus. The equipment includes two 2,000-bu. hopper scales and a 1,000-bu. hopper scale, 14 motors, and the latest of cleaning and clipping machinery. The elvtr. has 64 bins, in the main house, which is 40x65 ft., there are 31 bins, and in the 16 tanks 33 bins. G. C. Hipple, pres. of the Board of Trade, is mgr.

At a recent meeting of the new Central Grain Co., which has just been organized with a capital stock of \$100,000, the following were elected to directorship: C. A. Greenlee, F. F. Burns and H. A. Sawyer, of this city, M. B. McNair of Lyons, and C. A. Hiebert, of McPherson. The new company now owns all of the milling plants here including the Larabee, Reno, Consolidated, Kelly and Sawyer, the plant of the Lyons Mfg. Co., at Lyons, and that of the Wall Rogalsky Mfg. Co. at McPherson.

KENTUCKY

Mt. Sterling, Ky.—The new seed and grain elvtr. of the Monarch Mfg. Co. is going up at a rapid rate.

Danville, Ky.—Anderson & Spillman are now excavating for the foundation for their new elvtr. which will be of fireproof tile construction. It will have a capacity of 40,000 bus.

MARYLAND

Hebron, Md.—The mill and elvtr. of the Hebron Mfg. Co. burned May 18 with a loss of \$50,000, partly covered by insurance.

Locust Point, Md.—A complete cleaning and dust collecting system has been installed in Elvtrs. "B" and "C" of the B. & O. Ry. Co. The work was done by L. A. Stinson.

BALTIMORE LETTER.

Application for membership in the Chamber of Commerce has been made by Blanchard Randall, Jr. Walter V. Macneal has been elected to membership.

MICHIGAN

Okemos, Mich.—The Okemos Elvtr. Co. incorporated for \$10,000.

Sand Lake, Mich.—Emmet Flynn is mgr. and treas. of the Sand Lake Co-op. Ass'n.

Saranac, Mich.—We are forming the Ass'n now thru the Gleaners Ass'n.—Fred Cahoon.

Leslie, Mich.—There are good prospects of the Farmers Co-op. Ass'n taking over one or the other of the elvtrs.—T. Taylor.

Grand Rapids, Mich.—Frank W. Bunker, a retired grain dealer, died May 6 at the age of 62. He formerly owned an elvtr. at Fremont.

Marquette, Mich.—The elvtr. of F. B. Spears & Son, built to replace the house gutted by fire Jan. 20, 20., has been completed and is again in operation.

Zeeland, Mich.—The Farmers Co-op. Grain Elvtr. Co. has been perfected and a com'te has been appointed to see to the matter of buying or leasing a building.

Jackson, Mich.—The Stockbridge Elvtr. Co. will build a 50,000-bu. storage annex to its elvtr. and will add the manufacture of scratch feeds to its other lines.

Monroe, Mich.—W. C. Sterling & Son, who deal in lumber, and G. R. Hurd Co., grain dealers, have consolidated. The new company will have a capital stock of \$120,000.

Hudsonville, Mich.—The floor on the second story of the elvtr. of the Farmers Elvtr. Co. gave away, May 12, pouring the 1,200 bus. of wheat on to the first floor where the weight smashed the scales and flooring and burst out the west side of the house, blocking a side track.

Detroit, Mich.—A general strike among carpenters and other workmen is delaying the finishing touches to the new home of the Board of Trade, and the time for the removal of the exchange and the grain dealers is indefinitely postponed.

MINNESOTA

Dewitt, Minn.—Frank Wenner has bot the elvtr. of the National Elvtr. Co.

Kasota, Minn.—The Hubbard & Palmer Co. is installing an auto truck dump.

Tyler, Minn.—The elvtr. of the Lincoln Grain Co. at this station has been closed.

Stockton, Minn.—The Farmers Co-op Elvtr. Co. will build a 15,000-bu. elvtr. here.

St. Hilaire, Minn.—Nels Benoit is again mgr. of the elvtr. of the Red Lake Falls Mfg. Co.

Lake Wilson, Minn.—The elvtr. of the Farmers' Elvtr. Co. has been remodeled and repainted.

Magnolia, Minn.—Uriah Jones will be reliever at the elvtr. of the Hubbard & Palmer Co. at this station.

Appleton, Minn.—The Farmers Elvtr. Co. has installed a 10-ton auto truck scale and dump.—Atlas Elvtr. Co.

Wells, Minn.—The Farmers Elvtr. Co. will increase its capital stock \$5,000 and will make extensive improvements.

Eden Valley, Minn.—Wm. Albrecht, of Denmark, N. D., has bot the elvtr. of the Farmers' Elvtr. Co. at this point.

Halloway, Minn.—We are installing auto truck scales at this station, Danvers, Louisburg and Bellingham.—Atlas Elvtr. Co., Appleton.

Cokato, Minn.—J. A. Jerabek, prop. of the local mill, has bot the elvtr. of the Farmers' Elvtr. Co. and will move it closer to the mill at an early date.

Waldorf, Minn.—We will build or buy an elvtr. for the coming crop. Ed. Geester is pres. and I am sec'y.—Myron Woodhall, Farmers Co-op. Elvtr. Co.

Wolverton, Minn.—One of the elvtrs. of the Wolverton Elvtr. Co. will be moved from its present location to one alongside of the other elvtr. of the company.

Duluth, Minn.—The following memberships in the Board of Trade have been transferred: C. A. Tomlinson to Bert T. Dinham and W. H. Craig to Hadley A. Hanson.

St. Paul, Minn.—The Equity Co-op. Exch. change has announced that it will extend its line of elvtrs. into Montana, twelve of which will be in the Judith Basin.

Barrett, Minn.—Contract for the new elevator of the Barrett Grain Co., Barrett, Minn., was awarded to the Hickok Constr. Co. and material is arriving at the site. This house will be a well equipped, 20,000 bu capacity.

Zumbro Falls, Minn.—The Farmers Elvtr. Co. has been organized here with a capital stock of \$50,000. As soon as it receives its charter and can find a suitable site, it will build an elvtr. David Boss is sec'y.

Ceylon, Minn.—The Ceylon Farmers Elvtr. Co. of Ceylon, Minn., will rebuild its house, putting in new machinery, new boot pan, type Z engine and make other replacements, putting the elvtr. in shape for the new crop. Hickok Constr. Co. will do the work.

Fairmont, Minn.—On May 8, we bot the two elvtrs. of the Rippe Grain & Mfg. Co. for \$25,000, possession to be given July 1. This company has been in business here for 25 years and has bot 80% of the grain hauled to this market.—Farmers Elvtr. Co., E. R. Thompson, sec'y-treas.

Eaton, (Pipestone p. o.), Minn.—Our elvtr. was a total loss. It belonged to the Gurley estate and had not been operated since 1919. The loss included about 1,500 bus of oats. We carried \$2,000 insurance on the building. Will now rebuild. The fire was caused by sparks from a passing train.—George H. Gurley.

MINNEAPOLIS LETTER.

Wm. Mereness has applied for membership in the Chamber of Commerce.

Leo. Bartlett has associated himself with C. I. Rollins. He was formerly with F. M. Davies Co.

Sec'y John McHugh, of the Chamber of Commerce, is seriously ill with appendicitis. An operation was necessary.

J. S. Perry is now traveling Minnesota and South Dakota for the Frazier Smith Co. His home is in Waconda.

W. H. Dickinson, representative of Mayfield & Co. in this city, is occupying the office formerly leased by W. E. Neiler & Co.

L. L. Druley is now on the road for F. M. Davies Co., thru Minnesota. He was formerly with H. Dole & Co. of Chicago, in a similar position.

We will open an office in Kansas City, Mo., in the New York Life Bldg., June 1. It will be under the management of Fred J. Landors.—Opsal, Fleming Co.

J. H. McCarthy, Jr. has been recommended to the Chamber of Commerce Directors, to fill the vacancy on the board left by the recent resignation of S. J. McCaull.

G. F. Ewe, vice-pres. of the Van Dusen-Harrington Co., was recently tendered a dinner at the Minneapolis Club in appreciation of his service in behalf of the grain trade and the Chamber of Commerce during the last 25 years.

Fees for the inspection of corn and flax at his market have been increased \$1.25 a car, or 1,000 bus., and the fee for inspection of all other grains has been raised to \$1 per car, or 1,000 bus. The new order became effective May 10.

MISSOURI

Hermann, Mo.—Paul Monge is mgr. of the Farmers Shipping Ass'n.

Jamesport, Mo.—Homer Musselman's new elvtr. will be completed about July 1.

Lincoln, Mo.—The Producers Exchange, No. 34, has bot the elvtr. of H. A. Nixon.

Wright City, Mo.—The club is out of business. Hickory Grove Township Farm Club.

Oak Grove, Mo.—The Farmers Elvtr. Co. has incorporated and expects to buy an elvtr.

Wakenda, Mo.—The Farmers Co-operative Ass'n has succeeded the Wakenda Elvtr. Co.

Sweet Springs, Mo.—The Sweet Springs Milling Co. is building 4 reinforced concrete tanks of 50,000 bus. capacity.

Elwood, Mo.—The Farmers Exchange has bot the mill and elvtr. of T. Bennett and will build additional storage room at once.

New Hampton, Mo.—W. J. Ehbersole, who sold out to the Farmers last year, is building a new elvtr. and will re-engage in the grain business.

Higginsville, Mo.—The 100,000-bu. concrete elvtr. of the Higginsville Mlg. Co. has been completed and will be ready for operation at an early date.

Springfield, Mo.—The Liscomb Grain & Seed Co. has bot a 200 ft site for a new reinforced concrete and glazed vitrified tile warehouse which will cost at least \$50,000.

Carthage, Mo.—The Cowgill & Hill Mlg. Co. is building a new \$10,000 office building. It will be 30 x 45 ft. of fireproof construction and is to be completed about July 1.

Springfield, Mo.—The old wheat elvtr. of the Eisenmayer Mlg. Co. is being remodeled and will be up-to-date when finished. The company has just completed two new elvtrs.

Bogard, Mo.—H. E. Fretz has succeeded E. A. Dickerson as mgr. of the Farmers Union Mercantile Co. Mr. Dickerson is now in the furniture business. A motor and a pneumatic car loader will be installed in the elvtr.

Republic, Mo.—The Missouri Flour Mills Co., recently incorporated, will take over the Republic Mill & Elvtr., now operated by the Rea-Patterson Milling Co., July 1. Robert M. Peek and the Rea-Patterson Milling Co. are interested in the new company. The elvtr. of the plant has a capacity of 800,000 bus.

KANSAS CITY LETTER.

Alex McKensie, of the Kaw Grain Co., recently suffered a nervous collapse, from which he is slowly recovering.

The Southwestern Mlg. Co. is building a new head house and storage tanks to have a capacity of 1,000,000 bus.

F. C. Vincent is convalescing from an operation and it is hoped he will be able to be at the "office" again in about 2 weeks.

The Simonds-Shields-Lonsdale Grain Co. has opened an office in Wichita, Kan., with H. L. Chowning, formerly mgr. at this office, in charge.

The Associated Mill & Elvtr. Co.'s new 500-bbl. mill and 400,000-bu. elvtr. will soon be under roof. Lehrack Cons. & Eng. Co. is doing the work.

We will open an office in this city in the New York Life Bldg., June 1, under the management of Fred J. Landors.—Opsal, Fleming Co., Minneapolis, Minn.

August L. Stewart, sec'y of the Twidale-Wright Grain Co., was recently married to Miss Hazel Hunter and is again at his desk after a few weeks' vacation.

The many friends of Arthur Freeman, vice-pres. of the Ernst Davis Grain Co., will regret to learn that he was run over by an automobile last week and will be confined to his bed for some time.

George C. Martin, Jr., has applied for membership in the Board of Trade on transfer from C. P. Cunningham, whom he will succeed in the Coffee & Carkener office. He was formerly with the same firm in St. Louis. Mr. Cunningham has returned to his old position with M. D. King Mlg. Co., Litchfield, Ill.

The limit on memberships, which has been 60 for many years, was one of the amendments which failed to pass at the recent meeting of the Kansas City Hay Dealers Ass'n. An effort will be made to have the matter reconsidered and many of the waiting list will then be allowed to come in. The amendment increasing the membership fees was carried and the charge is now \$5,000.

On June 16, E. O. Moffatt, pres. of the Moffatt Grain Co., will practically retire from active management of the company for some time and will start on his second trip around the world. He will go to Alaska first and then westward. His son, Donald, will, with J. F. McElvain, both members of the firm, manage the business. H. A. Birmingham, also member of the Board of Trade, will be associated with them.

At a recent meeting of the directors of the Larabee Flour Mills Corp., Frank S. Larabee, formerly treas. of the company, was elected pres. to succeed the late Frederick D. Larabee. August J. Bulte will continue as vice-pres. but will have the additional burden of the management of the mills of the company and will also direct its sales force. L. A. Arenson will succeed Mr. Larabee as treas. but will combine his present office with it, being now sec'y-treas. The company has 7 mills and 200 elvtrs. at present.

ST. JOSEPH, LETTER.

The membership in the Grain Exchange, owned by Marshall Hall Grain Co. has been transferred to D. P. Moore of the company's office here.

Fred L. Carson is now a federal licensed grain inspector and is assisting in the work of his dept. at this point. The head of the department Chief John O. Winn, left recently for a month's vacation.

The Sloan-Niedorp Grain Co. has been incorporated and will take over the business of the Sloan-Simmons Grain Co. B. W. Niedorp who has been on the road for the Moore-Lawless Grain Co., of Kansas City, is the new member of the firm and will continue as road solicitor for it. The other officers are the same as for the old company. B. V. Sloan, pres. and A. R. Miller, sec'y-treas. We will specialize in consignments and take every care of our customers.—Sloan-Niedorp Grain Co.

St. Joseph, Mo.—W. F. Shepard, formerly sec'y of the Sloan-Simmons Grain Co., and myself have severed our connection with the above named firm and are pleased to announce that we have joined L. C. Button, of the L. C. Button Co., grain commission merchant of Sioux City, Ia., in the organization of the Button-Simmons Grain Co., of this city. Mr. Simmons is vice-pres. of the new firm and will have active charge of the management here. Mr. Shepard is sec'y and will serve in the capacity of traveling representative.—Button-Simmons Grain Co.

ST. LOUIS LETTER.

Garnett S. Zorn has bot the membership of Clifford H. Albers and is an applicant for membership.

John W. Edelman will handle the grain consignment business for the Holland-Harris Grain & Milling Co.

John W. Edelman, Ludwig Elsmann and Oscar Wagner, Jr., have applied for membership in the Merchants Exchange.

Albers Commission Co. is liquidating and will be out of business June 1.

The affairs of the Des Peres Mlg. Co., which recently filed a voluntary petition of bankruptcy, have been placed in the hands of Judge Walter J. Neun as trustee. He has placed C. R. Ismert, son of the former pres. of the company, in charge of the entire property.

The Langenberg Bros. Grain Co. has bot the elvtr. of the C. H. Albers Com's'n Co. at Venice, Ill. The latter company is closing out its elvtrs. With the recent acquisition of the 30,000-bu. elvtr., the Langenberg Bros. now have a capacity of 1,000,000 bus., including the Rogers and the Export Elvtrs.

MONTANA

Helena, Mont. — The Northern Grain and Warehouse Co. has increased its capital stock from \$300,000 to \$1,200,000.

Aloe, Mont.—The Montana Emporium Co. is apparently out of business, and there is no elvtr. here.—R. A. Froemke, formerly mgr. for the company mentioned.

GREAT FALLS LETTER.

H. N. Stockett, sec'y-treas. of the Northwestern Grain Dealers Ass'n, has reconsidered his resignation after many requests from the members of the ass'n and is again in office.

Since the last convention of the Northwestern Grain Dealers Ass'n, the following have been elected to the directorate of the ass'n to fill unexpired terms of directors unable to continue in office on account of change of location and other causes: C. W. Sweet, Bozeman; F. F. Lewis, Brady, and A. C. Anderson, Denton, Mont.

Ladd & Cousins, of Billings, Mont., have been expelled from the Northwestern Grain Dealers Ass'n by the directors for refusing to comply with an arbitration com'tee's award in a decision to which they were a party, and for non-payment of dues to the ass'n. Their dispute in the case was with the Northern Grain & Warehouse Co., Helena.—H. N. Stockett, sec'y.

NEBRASKA

Bellwood, Neb.—W. J. McConnell is now mgr. for the Farmers Grain Co.

Nora, Neb.—The Farmers Union has employed Andy Bish at the elvtr.

Magnet, Neb.—The Dolphin-Jones Elvtr. Co. has installed a new scale in its elvtr.

Ogallala, Neb.—The Farmers Union has nearly completed its new warehouse.

Norfolk, Neb.—Ralph S. Finney has bot an interest in the Salter Coal & Grain Co.

Tamora, Neb.—C. Wynsyker, 2d man for the Farmers Grain & Coal Co., has resigned.

Homer, Neb.—Wm. Aulerich is now mgr. for the Holmquist Grain & Lbr. Co. at this station.

Helbrook, Neb.—A new addition to the elvtr. and engine room will be built by the Farmers Union.

Bradshaw, Neb.—The Farmers Union Co-op. Ass'n was incorporated for \$50,000 by E. Klone and others.

Brule, Neb.—The Farmers Elvtr. has been remodeled and re-equipped by the W. H. Cramer Cons. Co.

Valley, Neb.—J. A. Carlson is now mgr. for the Farmers Co-op. Co. and has brot his family here from Omaha.

Havelock, Neb.—A. Aden, of Malvern, is now working for his brother in the elvtr. of the Aden Grain, Feed & Coal Co.

Diller, Neb.—Geo. Legget has resigned his position with the Diller Farmers Grain Co. and will resume farming. Oliver Furrow succeeds him.

Lisco, Neb.—A. A. Batie has succeeded W. T. Goodman as mgr. for the Farmers Elvtr. Co. but will only hold the job till the new mgr. arrives.

John W. Tulleys & Co.

Incorporated

Public Accountants & Auditors

Systems and Audits for

Co-Operative Ass'n's & Farmers Elevators

American State Bank Bldg.

LINCOLN, NEBR.

Beatrice, Neb.—Black Bros. are building a new cereal mill at a cost of \$30,000.

Hoag, Neb.—The Hoag Farmers Elvtr. Co. has decided to do business on the co-operative basis in future. H. B. Hall is mgr. of the company's 20,000-bu. elvtr.

Lincoln, Neb.—The Sherman Engineering Co. is making plans for three more stories to be added to the Gooch Milling & Elvtr. Co.'s reinforced concrete warehouse.

Brule, Neb.—Leypold & Pennington, of North Platte, have let contract to W. H. Cramer Cons. Co. for a 25,000-bu. elvtr. here and one of like capacity at Sunderland.

Gibbon, Neb.—The Gibbon Roller Mills Co.'s new 350-bbl. mill and 45,000-bu. reinforced concrete elvtr. is nearing completion. Lehrack Cons. & Eng. Co. designed and built it.

Prague, Neb.—The Farmers Union Co-op. Co., with a capital stock of \$50,000, has succeeded the Farmers Co-op. Co., the articles of incorporation having been amended. Jos. S. Jambor is sec'y.

Hastings, Neb.—I have been mgr. for the McCaull-Dinsmore Co. here and have now resigned, engaging in the cash grain business at this market as the Interstate Grain Co. H. E. Bauman, formerly mgr. for the company at Denver, has succeeded me as its mgr. here.—R. J. Moes.

Lincoln, Neb.—Oscar F. Smith and Alfred A. Pederson have brot suit against W. L. Lozier, alleging that he sold them an elvtr. at Mount Ida, Kan., that did not exist. The plaintiffs claim that they paid the defendant \$3,000 for the elvtr. that he did not own and which only existed in his fertile brain. He is said to have told them that it was an 8,000-bu. house. Later the plaintiffs learned that there had once been an elvtr. where he had claimed it was but that it had burned long before he had sold it to them. They ask the return of their money intact.

OMAHA LETTER.

C. H. Compton is now traffic mgr. for the Rothschild Grain Co. He has been asst't to Henry T. Clarke, traffic mgr. of the exchange.

A private view office under the management of Joseph P. McGrath has been opened at this market by E. Lowitz & Co., of Chicago. Mr. McGrath was for a number of years with Sunderland & Saunders and later with the Updike Commission Co.

The consolidation of the Blanchard Grain Co. with the Mid-West Grain Co., took place on May 1st. At the present time the officers of the Mid-West Co. are: W. C. Elmehund, pres., J. C. Ackerman, treas.-mgr., Fred Nielsen, sec'y. Mr. Blanchard will no doubt become an officer in the company at our next meeting. The elvtr. formerly operated by the Mid-West Terminal Elvtr. Co. has not been operated by them for five or six years. It is now operated by the Flanley Grain Co. and was never operated by the Blanchard Grain Co. The Mid-West Terminal Elvtr. Co. has been out of business for several years and has no connection whatever with the present Mid-West Grain Company.—Jno. Ackerman, Mgr. Mid-West Grain Co.

NEW ENGLAND

South Manchester, Conn.—Philip Larson has bot the grain and feed business of Geo. W. Strant.

Boston, Mass.—The Chamber of Commerce has taken an option on two sites for a new exchange building to be started this fall.

Rutland, Vt.—Wm. E. Burditt, who has been in the grain business for many years and is one of the oldest business men in this section, has retired, turning the firm, Burditt Bros., over to his two sons, Wilbert E. and Geo. N. E. Burditt, who will retain the old firm name. The boys have been associated with their father for the last few years.

Worcester, Mass.—When C. W. Bowker & Co. complained that they could not get help to unload grain from cars on which demurrage was piling up, Sheriff Richardson sent 3 or 4 jailbirds to do the work and alleges he turned their wages over to the county treas. Some trouble has arisen in regard to the matter but pleading ignorance of the fact that he was violating any law, the sheriff was exonerated.

NEW YORK

Buffalo, N. Y.—The office of Dudley M. Irwin, Inc., has been moved to the Marine Trust Bldg.

Buffalo, N. Y.—The capital stock of Smith Bros., has been increased from \$75,000 to \$150,000.

Oswego, N. Y.—The bill for the erection of an elvtr. and terminal facilities at this point and Gowanus Bay, to cost \$550,000, has been signed by Governor Smith.

Buffalo, N. Y.—The Hecker-Jones-Jewell Mfg. Co. will build a 25,000-bbl. mill and two 3,000,000-bu. steel and concrete elvtrs. The plans have been drawn and contract will soon be let.

New York, N. Y.—The nominating com'tee of the Produce Exchange has posted the following names for officers to be voted on at the annual election, June 7: Walter B. Pollock, pres.; J. B. Smull, vice-pres.; Edward R. Carhart, treas., and John V. Jewell, trustee of the gratuity fund.

NORTH DAKOTA

Pekin, N. D.—J. G. Johnson is now mgr. for the Pekin Elvtr. Co.

Grand Forks, N. D.—The Grain Men's Union, will hold its annual convention in this city June 22 to 25.

Bowden, N. D.—H. E. Showers has succeeded F. D. Johnson as mgr. for the Equity Elvtr. Co.

Embsen, N. D.—W. E. Ryan has bot the elvtr formerly owned by the Dakota Elvtr. Co., of which D. M. Mallough was agent.

Drayton, N. D.—The Farmers' Grain Co. has let contract for the overhauling of its elvtr. A new auto scale will be installed.

Grand Forks, N. D.—Grading for the tracks to the state mill and elvtr. site has been started and actual work on the plant will be started soon.

Sheldon, N. D.—W. R. Hibbard was appointed mgr. of the state flour mill at Drake and is now in charge there. He was formerly mgr. for the Equity Elvtr. Co. here.

Newville, N. D.—The Farmers Elvtr. Co. is now clearing out the old elvtr. as it will be wrecked by the T. E. Ibberson Co., which has the contract for the new 50,000-bu. house.

Hebron, N. D.—We have consolidated our mill with the Fred J. Braun's Elvtr. of this city but not with the Farmers Elvtr. Co. as has been reported. We will increase the output of the mill to 150-bbls. The new name will be Hebron Roller Mills.—Valhugemher, mgr.

Lidgerwood, N. D.—The building of the elvtr. of the Farmers Co-operative Elevator Co. is completed. New leg, 10 ton Howe scales and Globe Auto Truck Dump, Gerber Improved Double Distributor, new boot pan, and motor, with new drives and repainting are among the improvements. Also a Globe auto dump was put in the mill at this point. Hickok Constr. Co. had the contract.

OHIO

Kenton, O.—Farmers Grain Co. organized with capital stock of \$30,000.

Delphos, O.—The Hessian Elvtr Co. will use a Hall Signaling Distributor in its elvtr.

Milford Center, O.—The Ohio Grain Elvtr. Co. has increased its capital stock from \$50,000 to \$157,000.

Cincinnati, O.—The Western Diamalt Co. has let contract for the erection of a building for a grain dryer.

Leipsic, O.—The Farmers Co-op. Elvtr. Co. contemplates the erection of a new elvtr. Fred Perry is sec'y.

Newcomerstown, O.—The Canton Feed & Milling Co., of Canton, is reported to be about to build an elvtr. here.

Wengerlawn (Brookville p. o.), O.—Our firm name has been changed from Miller & Baumgaugh to Miller & Miller.—H. Miller.

Lyndon, O.—Lyndon Farmers Grain Co., incorporated; capital stock \$25,000 by T. A. Murray, H. A. Kline, E. P. Carter, and others.

Irwin, O.—The Farmers Grain Co. incorporated for \$50,000 by H. P. Clause, J. H. DeBout, F. G. Fullington, D. H. Graven and M. C. Gest.

Beaverdam, O.—Farmers Elvtr. Co. incorporated for \$30,000 by N. J. Cool, E. E. McElwain, C. L. Miller, S. H. Vore and A. B. Joseph.

Columbus, O.—The Smith-Sayles Grain Co. incorporated for \$10,000 by E. D. Smith, P. C. and S. Sayles, H. W. Smith and W. B. McLasky.

West Cairo, O.—Farmers Elvtr. Co. incorporated for \$80,000 by W. Klinger, J. B. Driver, C. E. Early, E. L. Luke and D. and A. C. Lackey.

Bunker Hill, O.—A Farmers Elvtr. Co. has been organized and \$20,000 of the capital stock has been paid in. Work on an elvtr. will be started at once.

Milford Center, O.—The Milford Center Grain Co. incorporated for \$40,000 by H. J. DeBout, E. L. Fullington, D. H. Graven, N. C. Gest and H. J. Clause.

Findlay, O.—The Farmers Co-op. Elvtr. Co. has been formed with a capital stock of \$50,000. O. P. Shaw, W. R. Miller, H. B. Clark and others are interested.

Toledo, O.—Meeker & Co. have bot the business of Pynchon & Co., Norman J. Cornell and Louis B. Sissions, formerly with the old firm are managing the new one.

Columbus, O.—The 41st annual meeting of the Ohio Grain Dealers' Ass'n will be held at Cedar Point, O., Wednesday and Thursday, June 30 and July 1, 1920.—J. W. McCord, sec'y.

Kauke (Wooster p. o.), O.—We bot the elvtr. of J. R. Snyder and took possession May 11. We are now installing new engine and dumper and are building a warehouse for feed, fertilizer, etc.—C. A. Tyler, Tyler Grain Co., Wooster.

Cincinnati, O.—James W. Ellis, formerly a member of Ellis & Fleming, grain dealers here, died at his home in Fort Thomas, Ky., May 12, after an illness of 3 months. He was for a number of years treas. of the Chamber of Commerce.

Prospect, O.—The Marion Grain & Supply Co. is now in possession of the mill, elvtr. and stock of the Union Mills here. The plant was recently bot by the new company. Many improvements will be made in the elvtr. at once but the new mill and elvtr. planned by the company will not be built for some time.

Peterson Siding, (Ada p. o.)—The Ada Farmers Co-Op. Grain & Supply Co. has its new elvtr. well under construction and expect to be ready to handle the new crop. The capacity of the new structure is 18,000 bus. The work is being directed by Mgr. Claud E. Hill.

Waldo, O.—The farmers of Waldo and vicinity met and have incorporated for \$30,000 under the name of The Waldo Co-Operative Elvtr. Co. They expect to buy the present elevator and grounds so that they will be in position to handle the new wheat crop.

Jamestown, Ohio.—George & Ervin Bros. sold to E. A. Allen last June. E. A. Allen sold to Farmers Company, by name of "Greene Co. Grain Co.," possession given about March 1st, 1920. Am not in grain business at present. Farmers Companies taking everything.—R. G. George.

OKLAHOMA

Tonkawa, Okla.—G. M. Cassity is building a large elvtr. on the Santa Fe.

Afton, Okla.—Afton Mfg. Co., with which J. M. Sheppard was connected, is defunct.

Davis, Okla.—T. E. Davis is building an addition consisting of two annex storage bins.

Anadarko, Okla.—The Farmers Union organized and will operate a store and build an elvtr.

Salt Springs, Okla.—The elvtr. of Pierson & Johnson is being erected as fast as possible.

Carnegie, Okla.—The Farmers Elvtr. Co. has completed its 25,000 bu. frame, iron clad elvtr.

Copan, Okla.—Copan Grain Co. incorporated for \$20,000 by H. C. Tetten and S. P. McInnis.

Minco, Okla.—J. M. Winfree has bot an old feed mill, off the track, and will buy corn and oats.

Hennessey, Okla.—The 30,000-bu. elvtr. of the Farmers Union, on the Rock Island, is completed.

Greenfield, Okla.—The recently incorporated Farmers Co-op. Grain Co. has bot the elvtr. of the Geary Mfg. Co. and will take possession June 1.

mid, Okla.—I am rebuilding my elvtr. which ended Apr. 5, and will operate it myself.—H. Shaw.

oltry, Okla.—The Farmers Co-operative is rebuilding its elvtr. on the Frisco. ended Jan. 3.

utler, Okla.—I have built coal sheds in connection with my elvtr.—Paul Zobisch, of Zosh Grain Co.

mid, Okla.—J. R. McKnight, formerly with Munn Brokerage Co., has organized the Knight Grain Co.

unter, Okla.—One of the elvtrs. at this station will be taken over by the farmers company now being organized.

uncan, Okla.—The Duncan Grocery & Elvtr. is incorporated for \$50,000 by O. J. Barron, H. Powell and T. Hardin.

amont, Okla.—T. C. Cones has sold his 100-bu. elvtr. on the Frisco to the Larrabee Mills Co.—H. F. Idikey.

lk City, Okla.—I am remodeling my elvtr. I will have the work completed June 20. The capacity will be doubled.—A. C. Comstock.

linton, Okla.—Farmers Union Co-op. Ass'n incorporated for \$50,000 by Frank H. McCorkle, Chas. W. Goodwin, and J. J. McMillan.

urant, Okla.—The Durant Milling Co. has increased its capital stock to \$175,000, and purchased the Wilson Flour & Feed Co., at Wilson.

arshall, Okla.—H. L. Vance, formerly at Brooke, will be mgr. of the Eastern Buyers' tr. Co.; which succeeded W. F. Clemons here. Allisaw, Okla.—The Kansas City Flour & Feed Co., W. P. Akin, mgr., has bot the tr. of the Western Grain Co. and has taken over the business.

nion City, Okla.—C. F. Greenwood, formerly mgr. of the El Reno Mill & Elvtr. Co., of Reno, will be mgr. of the Farmers Co-op. tr. Co. here, June 1.

ochester, Okla.—The Farmers Co-op. Elvtr. has increased its capital stock from \$10,000 to \$24,000 and the directors have authorized the completion of business.

uffalo, Okla.—The office of the L. O. Street is being moved to this station and a new warehouse will be started very soon. The office was formerly at Dunlap.

efferson, Okla.—The Grange Co-op. Ass'n has been formed here and has bot the elvtr. McIntyre Bros. The company has a capital of \$25,000. J. B. Hurst is treas.

itchcock, Okla.—The Farmers Elvtr. Co. has bot one of the elvtrs. of the Kingfisher & Elvtr. Co. A 20-h.p. oil engine will be installed and a modern office erected.

age, Okla.—The James Grain Co. has succeeded the Robinson Grain Co. The Farmers Grain & Supply Co. has been succeeded by Farmers Co-op. Ass'n, Lloyd Laughlin, mgr.

aremore, Okla.—The O'Bannon Grain Co. is rebuilding the handling capacity of its larger tr. here. It is also putting in a new concrete basement and adding legs and conveyor equipment.

owata, Okla.—The County Farmers Co-op. Ass'n took over the management of the stock of the Rea-Patterson Co. May 15 and will take charge of the elvtrs. at Delaware and Lenapah June 1.

uthrie, Okla.—W. S. Gregg of the Guthrie Oil Co. will move to Crescent, Okla., and manage the Crescent gin and elvtr. of the Prairie Cotton Oil Co. They will handle grain, and cottonseed.

otebo, Okla.—The Farmers Co-operative Ass'n of Gotebo has let contract to the White Co. for the erection of a 20,000-bu. iron elvtr. Work will commence about June 1. L. Albright, mgr.

orter, Okla.—I expect to buy a portable elevator for the loading of wheat and oats only on wagons into car for shipping or into grain bins. May also build bins on track at country elevator station.—Solus Huggins.

an, Okla.—L. L. Thorp has remodeled and hauled his elvtr., adding a Western Manure Invinible Cleaner, a Williams Meal Sifter, a Fairbanks Wagon Scale with a type metering beam, and a coalhouse.

atova, Okla.—The new elvtr. of the Nowata County Farmers Co-op. Ass'n will be of tile construction and will have a capacity of 12,000 bu. Work will be started as soon as possible. The house rushed to completion in 60 days. Contract has been let.

Perry, Okla.—T. C. Thatcher, mgr. of the Oklahoma City Mill & Elvtr. Co., and his associates have bot the plant of the Perry Mill Co. here and will take possession June 1. H. C. Jackson, of Wichita Falls, will be mgr.

Durant, Okla.—Collier & Dickey have bot the elvtr. of the Short & Haynes Elvtr. & Mill Co., which has been operated under lease by the Durant Grain & Elvtr. Co. for the last 3 years. It will now be operated under the title of Collier & Dickey Milling Co.

Waukomis, Okla.—The Farmers Elvtr. Co. has bot the elvtr. of the El Reno Mill & Elvtr. Co. at this station and will take charge June 1. We have installed a Trapp dump and put in a 10-ton Fairbanks scale.—W. W. Lukenbaugh, agt., C. W. Goltry Elvtr. Co.

Mountain View, Okla.—W. W. Frances is building a 30,000-bu. ironclad frame elvtr. and a flour, feed and coalhouse on the Rock Island. He will install a Fairbanks Oil Engine, a Richardson Automatic Scale, Western Sheller, Cleaner and Manlift, Hall Distributor and one leg.

OKLAHOMA CITY LETTER.

Oklahoma City, Okla.—The work is just completed on the 50,000 bu. tempering tanks for the Acme Milling Co. A new cleaner house will be built this summer.

Oklahoma City, Okla.—We are preparing to enter the grain trade here. For the last 3 years we have been connected with another grain concern and have been in business for the last 20 years. Now we are going to try the grain game for ourselves. We have just moved to the Culbertson Bldg. here.—C. A. Rodesney, C. A. Rodesney & Co.

Oklahoma City, Okla.—In your May 10th number a news item from Rosston, Okla., stated that W. C. Orr is manager of the Oklahoma Export Co., with headquarters here. Mr. Orr is manager of our elvtr. at Rosston, purchased from the Rosston Grain Co. last July, and I am still manager of the Oklahoma Export Co. at Oklahoma City.—G. T. Daniel.

Oklahoma City, Okla.—New members of the Oklahoma Grain Dealers Ass'n are: Farmers Grain Exchange, Sulphur; Farmers Mill & Elv. Co., Forgan; H. E. Sherman Grain Co., Guthrie; P. T. Mullin Grain Co., Oklahoma City; Farmers Co-operative Elvtr. Co., Union City; Farmers Co-operative Ass'n, Hobart; B. G. Estill Grain Co., Enid; Farmers Co-operative Ass'n, Gotebo; McKnight Grain Co., Enid, all of Oklahoma and the Lawther Grain Co. of Dallas, Tex.

OREGON

Haines, Ore.—We are building a 40,000-bu. elvtr. and a new 60x200 ft. hay warehouse. The O'Bryant Grain Co. is building a hay house, too.—Leo L. Ratliff, Tri-State Terminal Co.

Baker, Ore.—We are building a 45,000 bu. elvtr. here and 4 large grain warehouses in this vicinity. We have bot all the machinery.—E. E. Hoge, agt., Tri-State Terminal Co.

PENNSYLVANIA

Pittsburgh, Pa.—Herr & Hill is the name of a new firm here composed of G. A. Herr and A. Hill.

Philadelphia, Pa.—J. R. Caldwell, of the Millbourne Mfg. Co. has applied for membership in the Commercial Exchange.

SOUTH DAKOTA

Vasta, S. D.—An elvtr. will be built here.

Egan, S. D.—The old elvtr. at this station will be torn down and a new one erected.

Arlington, S. D.—F. B. Olsen has resigned as mgr. for the Geo. P. Sexauer Elvtr. Co.

Findlay, S. D.—R. W. Hartman is now mgr. for the Hancock Co-op. Elvtr. & Supply Co.

Sheffield, S. D.—Farmers Elvtr. Co. incorporated for \$15,000 by G. J. McDonald and others.

Aberdeen, S. D.—We contemplate installing a 15-ton scale and Auto Truck dump.—Farmers Equity Exchange.

Baltic, S. D.—Robt. Dregseth has succeeded P. M. Johnson, who resigned, as an assistant for the Farmers Elvtr. Co.

Willow Lake, S. D.—Geo. B. Lee, formerly mgr. for the Farmers' Elvtr. Co. at Wallace, is now mgr. of the Farmers' Elvtr. Co. here.

Carthage, S. Dak.—A. J. Murphy will have his elvtr. repaired and put in shape for the new crop. Hickok Const. Co. will do the work.

Canton, S. D.—The Hunting Elvtr. Co. has built a new corn crib and installed a new motor in its elvtr. The elvtr. at Baltic has also been repaired.

Volin, S. D.—C. E. Shephardson has bot the Volin Mfg. Co., including the elvtr. and after thoroughly overhauling and repairing, it will be put into operation.

Delmont, S. D.—M. R. Hanson has bot the elvtr. of John Grosz and will operate it on his own account. He has for years been mgr. for the Farmers Elvtr. Co. here.

Holmquist, S. D.—Frank C. Metcalf has bot the elvtr. of the McCaull-Webster Co. and has formed a partnership with Carl Helgeson which will operate as Metcalf and Helgeson.

Emery, S. D.—We have bot the elvtr. of Hoffer & Triebwasser and are operating it with L. James as mgr. We have also incorporated our company for \$100,000.—Val C. Keiper, sales mgr., Farmers Educational Union.

Mansfield, S. D.—The Van Dusen Elvtr. Co. has let contract to the T. E. Ibberson Co. for the installation of an auto truck dump and other improvements in the following elvtrs.: Osceola, DeSmet, Dempster, Zell and this city.

Chancellor, S. D.—Farmers Elvtr. Co. expect to take in grain this week. It has rebuilt its elvtr., added new scales, new legs, Gerber Double Distributor auto truck dump, new office and driveway. The Hickok Constr. Co. had the contract.

Flandreau, S. D.—The Bennett Grain Co. has let contract to the Hickok Constr. Co. here to rebuild and repair its elvtrs. here and at Okabena and Chandler. New legs will be added, new scales, also auto truck dumps, the houses are to be painted and new machinery installed.

Roscoe, S. D.—We bot the elvtr. of Potter, Garrick & Potter, operated as the Roscoe Grain Co., and later that company bot the elvtr. of the Reliance Elvtr. Co. Only the two companies are now operating here. The old elvtr. of the Hoffer Bros. burned about 4 years ago and was never rebuilt, the firm going out of business.—Thos. G. Jamieson, mgr., Farmers Elvtr. Co.

SOUTHEAST

Norfolk, Va.—Abbott-Gwaltney Co., Inc., incorporated for \$30,000.

Gaffney, S. C.—The City Flour & Grain Co. will open for business. A. B. Kirby and H. Allen Tate are interested.

TENNESSEE

Covington, Tenn.—The Owen & Moore Grain Co. is settled in its office in the Hill Bldg.

Nashville, Tenn.—John C. Bennett has been re-elected as sec'y of the Grain Exchange for the 6th successive year.

Memphis, Tenn.—The Bluff City Elvtr. has been sold by the Gillette Grain Co., of Nashville, to L. P. Cook of this city.

TEXAS

Waco, Tex.—We are discontinuing our grain business.—E. P. Duncan, Texas Grain & Hay Co.

Houston, Tex.—The Waldman-Ross Grain Co. has increased its capital stock from \$150,000 to \$200,000.

Byers, Tex.—I am adding 20,000-bu. storage for wheat, putting in a 50-bbl. flour mill and am doubling my capacity for grinding corn.—J. Milton Erwin.

Houston, Tex.—The Houston Mill & Elvtr. Co. is building a 1,500-bbl. flour mill and a 450,000-bu. reinforced concrete elvtr. which will have electric power thruout. Tom Burrell is supt. of construction.

Floydada, Tex.—The Edwards Grain Co. has started construction on a 25,000-bu. frame, iron clad elvtr. The South Plains Grain Co. of Plainview, has its 30,000-bu. elvtr. under roof. The Marshall Grain Co. will double its storage capacity.

Lockney, Tex.—We have changed our power from a gasoline engine to electric power, and have also made an 8,500-bu. addition to our elvtr. We also built a 70x32 ft. warehouse. These additions bring our capacity up to 40,000 bus.—Floyd County Elvtr. Co.

Hereford, Tex.—The elvtr. recently taken over here by the Kemp & Kell interests is operated as the Great West Mill & Elvtr. Co.

FORT WORTH LETTER.

The Ft. Worth Elvtrs. Co. has built a commodious fireproof office over its warehouse and will equip it thruout with Art Metal Furniture. It is also making many changes in its elvtr., thereby increasing its handling capacity. A 30-inch belt conveyor will hereafter carry grain from working house to any bin. A number of motors and a 750 bu. Morris Dryer will be added.

There is no firm here by the name of "Sweet Bros. Grain Company," as has been quoted by so many papers, and the permits issued for building of elvtr. were to Smith Bros. Grain Co. Our elvtr. that burned in January will have been rebuilt and in operation within 60 days' time. In addition to our original facilities, we are going to install Williams Mill and a Randolph Grain Drier. We will probably have the largest and fastest handling house in Texas when our plant is completed.—Smith Bros. Grain Co.

The Smith Bros. Grain Co. has the roof on the new working house being erected to replace the elvtr. burned early this spring on the Santa Fe. It is 7 stories high and is designed as a cleaning, grinding and mixing plant. The new house will have storage for 30,000 bus. in addition to 65,000 bus. adjoining. The new elvtr. will have 2 legs of 6,000 bus. capacity each; 4 of 3,000 bus. each and 2 of 1,000 bus. capacity. Other machinery installed will be 14 motors, of 270 h. p., one Eureka Cleaner, one Eureka Clipper, one Humphrey Employees Elevator, a Williams Grinder, and 3 stands of feed rolls. This company is also adding 14 concrete tanks, 15x50 ft., to its elvtr. on the Rock Island. It will add a clipper and cleaner and install a large leg.

WASHINGTON

Deer Park, Wash.—The Deer Park Grain Co. has bot the warehouse of the Phoenix Lbr. Co.

Eureka, Wash.—Roy Shopshire was seriously injured when a pile of sacked wheat fell on him in the elvtr. of the Pacific Coast Elvtr. Co.

McKays Siding, Wash.—The Farmers Union Warehouse Co. will build a 100,000-bu. warehouse to cost \$12,000. The company has similar houses at Waitsburg, Alto, Copper, Huntsville and Nenokon. In 3 of the towns it has two warehouses.

Seattle, Wash.—The Centennial Mill Co. has let the contract to Lehrach Constr. & Engr. Co. for a 750-bbl. flour mill and a 400,000-bu. reinforced concrete elvtr. to be completed in time for the new crop of 1921. The foundation has been started.

Palouse, Wash.—J. A. Miller has bot the warehouses of the Washington Grain & Milling Co. Mr. Miller used to be in the grain business here, operating the same house he has just bot and which he sold the other company. He has not decided as yet whether to operate them himself or have some one else do it.

Palouse, Wash.—The Farmers Union Warehouse Co. has let contract for its new 60,000-bu. concrete elvtr. on the S. & L. right of way. Excavating for the foundation has been started and all machinery has been ordered so that the house may be finished for this season's crop. The new elvtr. will be equipped with truck dumps, scale, etc.

WISCONSIN

Elk Mound, Wis.—The elvtr. at this station will be remodeled and enlarged.

Lake Mills, Wis.—Eli Fritz has bot a half interest in the grain business of E. L. Mills.

Valders, Wis.—We have bot the elvtr. of the Manitowoc Maltng Co. I am succeeding Wm. Garke.—Egon Jacobs, Valders Elvtr. Co.

New London, Wis.—M. P. Gallea has bot the interest of the senior partner, Gorges, in the firm of Gorges & La Marche.

Wheeler, Wis.—The Chaimson Merc. Co. has bot the Stark Elvtr., formerly operated by L. Stark & Co. The L. Stark Co. sold it later to Arthur Heinsohn.

Seymour, Wis.—Ludwig Holz, mgr. for the Cargill Grain Co. at this station for many years, died May 7 at the age of 75. He was born in Germany but came to this country in 1866. The elvtr. of the Cargill Co. is now operated by the Green Bay Elvtr. Co.

Rio, Wis.—Clarence E. Higbie, formerly mgr. of the Farmers' Elvtr. Co. at Kensington, Minn., is now located here. He was recently married to Miss Bessie Segerson and will make Rio his home.

MILWAUKEE LETTER.

Transfers of membership in the Chamber of Commerce are Herbert L. Hadden and Alfred L. Rosenberg.

S. Heller Elvtr. Co., capital \$100,000, incorporated by S. Heller, J. Friedl and Glueckstein.

The interest rate on advances under the rules of the Chamber of Commerce, for the month of May, is 7½% per annum.

At the annual meeting of the Receivers Ass'n of the Chamber of Commerce the following officers were elected: E. H. Hiemke, pres; Walter Holstein, vice-pres; A. L. Flanagan, sec'y-treas.

The Blanchard Grain Co. has opened an office at this market in the New Insurance Bldg, Mr. Blanchard having severed his connection with the Godfrey-Blanchard Co. of Minneapolis and retained the Milwaukee office for himself. M. J. Kammerer goes with Mr. Blanchard from the old firm and will be cash grain salesman and will have charge of the merchandising department of the firm.

E. F. LaBudde has been admitted as a partner in our firm which in the future will be known as the Franke-LaBudde Grain Co. H. F. Franke and C. D. Moll will handle the grain, C. J. Bothe the hay, and E. F. and L. L. LaBudde the feed departments of the business. The Lyman Elvtr. will be operated by I. C. Lyman and H. F. Franke with A. H. Trettin as mgr. of the auditing dept.—The Franke Grain Co., H. F. Franke.

Britain Buying for Italy.

D. R. McPhail, assistant director of contracts, for the Royal Commission on Wheat Supplies, has recently issued from its office at London, S. W., the terms of the contract under which it will receive offers of United States wheat for the account of the Italian Government. Among the provisions of the contract are the following:

Wheat to be delivered f. o. b. on buyers tonnage.

Prices to be in United States dollars.

At least 10 days' notice of readiness to load to be given in New York by the representative of the Italian Ministries of Agriculture and Food at 61 Broadway, to sellers.

If wheat not called for loading within contract period customary carrying charges and interest to be paid by buyers provided always such charges have actually been incurred by sellers; also cost of handling and risk of condition after expiration of contract period to be for buyers account, inspector's letter certifying good condition on the last day of contract period to be furnished if required.

Shipping weight to be final as per weight certificate to be attached to shipping documents.

Italian Government to be responsible for marine and war risk insurance.

Net cash in New York in exchange for shipping documents.

Invoices to be rendered in triplicate by sellers to the representative of the Italian Ministries of Agriculture and Food, New York.

Sellers to be responsible for all demurrage at loading.

Steamers to be loaded according to berth with customary berth dispatch, if detained longer than five days, Sundays and holidays excepted, in loading grain or eight weather working days, Sundays and holidays excepted, in loading flour, sellers to pay demurrage at the rate of one shilling British sterling or its equivalent per gross register ton per day, or pro rata, payable day by day provided such detention shall occur by default of sellers or other conditions as per usual Berth grain charter party.

All other terms of the London Corn Trade Ass'n Contract No. 20 to apply.

SINCE THE PARTIAL LIMITING of credit on motor car paper, reports of restriction of farm machinery credits have become current. In a recent letter written by J. Z. Miller, Jr., governor of the federal reserve bank, to G. T. O'Maley, pres. of the Kansas City Tractor Club, Kansas City, Mo., assurance is given that all needs for financing of farm machinery purchases will be met by the banking system. The head of the reserve bank stated that he was eager to stimulate the purchase of farm implements, not to restrict it.

Interstate Commission Acts to Break Car Tieup.

The serious situation brot about by car shortage and freight blockade was on May 20 by three drastic emergency measures of the Interstate Commerce Commission. The necessity for these measures is evident in the fact that as many as 260,000 cars have blocked the transportation system recently, whereas a congestion of 25,000 cars on the railroads is considered serious. It is reported that 85,000 cars are at junctions with no labor to transfer them. The effect of this tieup is more dangerously apparent every day in business. Railroad men say that at least 82,000 cars are needed to meet present demands.

All rules and regulations governing normal movement of freight cars are suspended until further notice by the following:

It is ordered, That until the further order of the Commission all said carriers by railroad are hereby directed to forward traffic to destination by the routes made available to expedite its movement and relieve said congestion, without regard to the routing thereof made by the shippers or by carriers in which the traffic is received, or to the owners of the cars, and that all rules, regulations and practices of said carriers with respect to service are hereby suspended and superseded so far only as conflicting with the direction hereby made.

It is further ordered and directed, That in much as such disregard of routing is deemed to be due to carrier's disability, the rates applicable to traffic so forwarded by routes other than those designated by shippers, or by carriers from which the traffic is received, shall be the rates which were applicable at date of shipment over the routes so designated.

It is further ordered and directed, That each instance where the traffic is routed, re-routed, by carriers by railroad under the authority of this order the carrier responsible for such routing, or re-routing, shall within twenty-four hours thereafter deposit in the United States mail a notice addressed to the commission of the traffic stating: The car numbers, initials, places and dates of shipment, the routing, and respective routes over which the traffic is moving, and that charges for the transportation of the traffic, including transportation, schedules of rates, fares and charges, as the terms are defined in said act, will be the same as they would have been if such routing, or re-routing, had not taken place.

It is further ordered and directed, That executing the directions of the Commission contained in this order the common carriers involved shall proceed without reference to contracts, agreements, or arrangements now existing between them with reference to the provisions of the rates of transportation applicable to said traffic; that such divisions shall during the time this order remains in force voluntarily agreed upon by and between carriers, and that, upon failure of the carriers to so agree, said divisions shall be hereafter fixed by the Commission in accordance with pertinent authority conferred upon it by Act.

The Commission, in Service Order 2, provides for immediate action with respect to the distribution and relocation of open cars from western territory to eastern territory. Beginning May 25, and continuing twenty consecutive days, at a daily quota established for each road concerned, western railroads will move cars to eastern territory the total number of cars called for by about 25,000. In so far as is possible, cars moved will be of eastern ownership, in every instance must be empty and serviceable. These cars are destined to take of the fuel situation.

The Commission, in Service Order 3, provides for immediate action with respect to distribution and relocation of box cars from eastern and southeastern territory to western territory. Within the thirty days following May 25, at a daily quota established by the Commission for each road concerned, eastern railroads will move about 20,000 empty, serviceable box cars to the grain centers of the southwest, middle-west and northwest. Eastern roads affected in orders, requiring contribution from each system, average fifty cars daily, are the following:

New York, New Haven & Hartford, Boston & Albany, Long Island Railroad, I.

ork, Ontario & Western, Pennsylvania Railroad, Atlantic Coast Line, Southern Railroad, Seaboard Air Line, Wheeling & Lake Erie, Charleston & Western Carolina, Atlanta & West Point Railroad, Georgia Railroad, Florida East Coast, Atlanta, Birmingham & Atlantic.

The number of cars each of the principal grain centers will receive daily are: Kansas City, 75; St. Louis, 75; Minneapolis, 185; Chicago territory, 160; Chicago, 30; Sioux City and Albia, Ia., 20 each, and Peoria, Ill., 10.

The Kansas Industrial Court was notified by the Commission that beginning May 1, Kansas will receive 225 extra box cars a day from the eastern roads, for the purpose of handling grain and grain products. Missouri Pacific officials estimate that 3,000 cars are needed to move the remainder of this year's wheat crop in Kansas, now stored in mills and elevators.

To co-operate to the fullest extent with the Interstate Commerce Commission is the purpose of the American Railway Ass'n. First steps in organizing to give efficient aid were taken at a meeting in Washington, May 21. Committees at each of the twenty-nine gateways were formed, the duties of which will be to see that cars are properly sorted and started in the right direction expeditiously.

The car committees began work Monday, May 24, at the following cities: Omaha, St. Paul, Baltimore, Cincinnati, Youngstown, Pa.; Minneapolis, St. Paul, Norfolk, St. Louis, Boston, Denver, Philadelphia, Buffalo, Portland, Ore.; Peoria, Birmingham, Kansas City, Cleveland, Detroit, Washington, D. C.; New Orleans, Pittsburgh, Louisville, Galveston, Atlanta, San Francisco, Dallas, Toledo and Chicago. Railroads entering these cities were asked to appoint a representative on the committee empowered to direct the handling of all traffic at its terminal.

In addition to these committees, advisory groups were also authorized, membership to consist of one railroad official, one shipper, and a representative of the Commission. These groups are to work both with the local committee and with the Commission. Their work, as outlined by R. H. Aishton, consists of: obtaining prompt loading and unloading of equipment, loading cars to full capacity or carrying capacity, placement of cars in accordance with necessities, reduction of use of equipment in trap or transfer service when movement can be made by motor truck or wagon, development of practicable arrangements for expedited thru merchandise cars, such other items of operation and transportation in the interests of car service and promoting increase in available equipment.

The fear of labor shortage is expressed by many officials. When cars are again available, there is likely to be a need for laborers to take the places of those who have left the employ of the railroads owing to wage dissatisfaction.

To give the railroads further assistance, a loan of at least \$125,000,000 out of the \$200,000,000 revolving fund to enable the railroads to purchase equipment required to meet transportation needs, was approved by the Interstate Commerce Commission May 22. The remainder of the fund, it was decided, should be apportioned as follows: \$73,000,000 for additions and betterments, which will promote the movement of cars; \$40,000,000 temporary reserve for claims and judgments; \$2,000,000 appropriation for short line railroads; \$50,000,000 temporary reserve for maritimes. New equipment required by railroads to meet minimum needs is estimated by the Interstate Commerce Commission at 2,000 locomotives, 100,000 freight cars, including 20,000 refrigerator cars. The equipment already ordered to cost \$125,000,000 represents probably less than 25% of that needed. Hearings to consider applications for loans under section 210 of the transportation act will be held in Washington, May 29.

Railroad officials say that the new car rules are being followed without delay, and that everything will be done to co-operate with the Commission and carry out its regulations. However, they urge patience on the part of those who are largely affected, for with the present congestion it will require days, and perhaps weeks, to start a resumption of normal traffic.

Mr. Barnes Holds Conference at Washington.

At the conference held by Mr. Barnes in Washington, May 19, in connection with the ending of government control of wheat next month, Mr. Barnes made the statement, "The experience of this office confirms my former conviction that government operation should be injected into the field of individual initiative only during the war." After summarizing the difficulties of grain control, he named transportation as the big problem in these words:

You will at once, from this summary, see that most of these difficulties revolve about inadequate transportation. You will at once realize that a solution must be found for this transportation curtailment, or the effect will reach far beyond the grain handling and milling facilities involved, and strike directly, of necessity, at the producer return, at the very moment when agricultural production is most unfavorably placed for price competition in the labor market. I am sure I do not need to accent the necessity for preserving the producers' favorable position, to the utmost, for on the prosperity of our agriculture rests as well a large part of our industrial activity.

Following his address, Mr. Barnes called upon representatives from various sections of the country to state the situation as they knew it. Mr. Crowell said that in Kansas City alone, there are approximately 9,000,000 bushels of wheat standing in the elevators that can not be moved because of the failure of railroads to provide cars.

Speaking of the conditions in the middle west, Mr. McDougal said that the elevators around Chicago are clogged with wheat, at the present time, there being on hand about 5,000,000 bushels. Thruout the middle west, Illinois, Indiana, Iowa, and other states, there are probably about 50,000,000 bushels of wheat which can not be moved because of lack of transportation.

Mr. McDowell, speaking of the condition in North Dakota, said that the banks had had a hard time financing the farmers during the time they could not move their wheat. He made the statement that it was costing the farmers \$13 to plant an acre of wheat.

Mr. Holden, in defense of the railroads, said that the roads were doing the best they could to serve the public and had no apologies to offer. A. H. Smith, pres. of the New York Central, criticized the government for not buying more equipment while in control of the roads, and for returning the equipment in a condition of deterioration.

Mr. Aitchison, speaking for the Interstate Commerce Commission, admitted that transportation is now on a famine basis. He blamed the labor situation for 60 per cent of the present difficulty. But he greatly disappointed grain men and millers when he made the statement that the Commission can not and does not intend to issue a general order to railroads returning to them 100 per cent of their grain cars, nor issue a preferential order for the movement of grain.

THE SWITCHMEN'S STRIKE and bad weather were responsible for a decrease of more than 50 per cent in Kansas City grain receipts last month. Wheat arrivals were 2,235,600 bus., against 1,198,800 bus. a year ago; corn, 550,000 bus., against 1,850,000; oats, 188,700 bus., against 1,482,400; kafirs 408 cars against 299; rye 26 cars, against 60; barley, 77 cars, against 64; mill feeds 48 cars against 178; flour, 108 cars against 169. Total receipts for the month were 2,874 cars and shipments were 3,313.

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GRAIN DEALERS JOURNAL

305 S. La Salle Street, Chicago, Ill.

Supply Trade

WICHITA FALLS, TEX.—The Wichita Falls Milling Co. recently placed an order for the installation of 34 Trapp Dumping Systems.

WICHITA, KAN.—Warren Meyers, engineer of the White Star Co., is making a tour of investigation thru Idaho and other Northwestern States.

OWENSBORO, KY.—The Anglo-American Mill Co. has filed amended articles of incorporation which permit it to manufacture machinery and apparatus other than flour mill apparatus.

MAROA, ILL.—We have been making extensive improvements in our plant, tripling its capacity, to take care of increased business, resulting from the great demand for Boss Air Blast Car Loaders.—Jas. A. Worsham, sec'y, Maroa Mfg. Co.

PEORIA, ILL.—The Hart Grain Weigher Co. has increased its capital from \$350,000 to \$1,100,000. The increase was necessary to handle expanding business. All of the additional stock will be subscribed by present stockholders, the officers and board of directors.

THE IMPERIAL BELTING CO., Chicago, Ill., has registered the word "Rexall" as its trademark, No. 121,896, for use on elevator, conveyor, or transmission belting of rubber, cotton, silk, flax, fabrics, fiber, leather, metal, composition, or any combination of these materials.

MINNEAPOLIS, MINN.—E. O. Blade, for many years connected with the Barnett & Record Co., has become a partner of Chas. Christenson in the firm of Northwestern Engineers & Contractors. The firm will specialize in the remodeling and construction of grain handling plants.

BALTIMORE, MD.—The Spencer Construction Co. has succeeded Deverell, Spencer & Co., and will continue to specialize in the construction of reinforced concrete grain elevators, flour mills and warehouses. James H. Spencer is pres., J. C. Carter, vice pres. and sec'y, and E. S. Carter, treas.

CHICAGO, ILL.—Work has started on an extensive expansion program by the Link-Belt Co., which includes a \$300,000 administration building for the Chicago plant. The new building will house the plant's clerical and drafting forces. Other additions will be made at the company's plants in Indianapolis, Seattle, Toronto and Philadelphia.

FIFE, MONT.—The Farmers Elevator Co. was awarded judgment against the Fidelity & Deposit Co., of Maryland, for \$7,980, because of the failure of the Globe Construction Co. to carry out the terms of its contract in building an elevator at Fife in 1916. The construction company failed and several claims against the building for material had to be paid by the elevator company, which had required a surety bond for the builders.

WASHINGTON, D. C.—Due partly to increased demands made upon it during and since the war and partly to the shortage of employees on account of resignations hastened by inadequate pay, the U. S. Patent Office is now almost in a chaotic condition. Grain dealers who have had occasion to deal with this department can attribute their difficulties to this condition. There is now a bill before Congress, the purpose of which is to remedy this condition, but there has been considerable delay in its passage. It is said the patent office turns over to the Treasury department each year a surplus of \$160,000, representing fees paid by inventors for patent rights and others for patent trade marks. Manufacturers are insisting that this money be now used to help increase the efficiency of the patent office.

FORT WORTH, TEX.—Due to the excellent condition of growing crops in the Texas Panhandle, more grain elevators will be erected in that section than ever before. To date elevator builders have been unable to take care of the demand.—N. W. Ralston.

CEDAR RAPIDS, IA.—Norman Hatton, S. E. Holmes and C. B. Anthony announce that owing to the withdrawal of W. J. Klein they have formed a new partnership under the name of Hatton, Holmes & Anthony. They will carry on the work formerly performed under the name of Hatton, Klein & Holmes. The firm will specialize in general engineering.

JERSEY CITY, N. J.—George E. Long, at a recent meeting of the board of directors of the Joseph Dixon Crucible Co., announced his decision to retire from the office of vice-pres. Thereby he terminates 43 years of active service with this company, beginning as a stenographer and advancing to the office he has just vacated. Mr. Long will continue as a member of the board of directors.

SILVER CREEK, N. Y.—The grain elevator machinery factories in this city have been successful in combating labor troubles, which have been existing here since September, 1919. The labor agitators had set a strike for May 8th, but, out of 500 men employed by the shops, not one man responded. The agitators were defeated in their purpose because of the fact that most of the employees own their own homes.

NEW YORK, N. Y.—To adopt the metric system as a standard in the United States would not only result in untold confusion here, but also in a double standard. An American manufacturer exporting would be hampered rather than benefited by the metric system to secure world trade. It seems evident that the demand for the adoption of the metric system in this country must come from people who are not familiar with the situation. Regardless of what type of legislation is passed in this country, the manufacturer of machinery will still be compelled to furnish U. S. Standard and English dimension machines if he has any hope of holding his export trade. Supplying, as we do, threading and tapping machinery to customers in practically every country in the world, we can see the state of chaos which would result if the metric system were forced upon manufacturers in this country. This matter is one of shop practice, and should be handled exclusively as such, and in our opinion suggestions or advice from theorists, or any one not actually engaged in the shop work, should be considered non-competent.—E. R. Frost, mgr., The Nat'l Machinery Co.

CHARLES PIEZ, pres. of the Link-Belt Co., appeared before the Illinois Constitutional Convention recently to present reasons why the suggestions of organized labor covered by Proposal 232, should not be incorporated in the Constitution. In Section 2 of the proposal, it is provided that the right of workmen to organize into trade and labor unions and to deal and to speak thru representatives chosen by themselves, shall not be abridged. Section 3 declares that no court, tribunal, judge nor any officer or official shall by any process, order, injunction, restraining order, decree or proclamation abridge the right of any workman to quit any employment either singly or in concert. In his discussion Mr. Piez pointed out the enormous power which such collective bargaining, as Section 2 would provide, would place in the hands of organized labor. Furthermore, said Mr. Piez, "It opens up the opportunity to every agitator, to every professional trouble-maker, by false promises, by lies and treachery, to organize a raid against any industry whose profits hold out the hope of rich booty. And it denies to every workman or employer who wishes to retain his freedom of action the right to work or conduct his business."

NEW YORK, N. Y.—The Fairbanks Co. has recently issued a 256 page catalog illustrating and describing its complete line of power transmission appliance and elevator and conveying machinery. In addition, the catalog contains full data as to dimensions, capacities, etc., making it a useful handbook for the man who designs or installs mechanical equipment of this nature. The book will be sent to Journal readers who write requesting.

CHICAGO, ILL.—The Ellis Drier Co. has recently perfected a combination drier, cooler and heat generator which marks the greatest advance in grain drier construction, since the inception of commercial grain driers twenty-five years ago. Broad patents have been allowed and further patents are pending. This new apparatus combines all the advantages of a steam drier and a direct heat drier with none of the disadvantages. It is particularly adapted for installation in country elevators and mills where steam power is not available. The manufacturers are at present completing necessary patterns for installation of new machinery for quantity production.

Capacity Not Guaranteed by Contract

The Supreme Court of North Dakota has decided in favor of Honstain Bros. Co. against the Linden Investment Co., in a suit to recover the balance due on a contract for the construction of an elevator at Mowbray, N. D.

E. I. Donovan owned two lots and contracted in 1908 for an elevator, the specifications containing the following clause and memorandum of agreement:

"The elevator is to be 32x39 feet on the ground and cribbed to a height of 45 feet to the eaves and 4 feet higher in the center above the eaves making in all 49 feet."

"It is understood and agreed that these plans and specifications are a duplicate of the elevator that Honstain Bros. Co. are now building for Langdon for the Farm Elevator Co., except that the farm elevator is to be 60,000 bushels capacity, and the elevator for the Linden Investment Co. is to be 40,000 bushels capacity."

Donovan agreed to pay \$7,000 and the excess freight over and above the cost of laying down the material at Wales, N. D. Such excess freight was \$240.27. One sieve was \$20.50. The total was \$7,260.77. Defendant paid, by check, \$4,000. He paid on freight \$144.60, and he was given credit for unloading stone, \$10. The total credit is \$4,154.60. The balance due is \$3,106.17, which is the sum plaintiff is entitled to recover with interest from October 18, 1908, until July 1, 1915, at 7 per cent a year, and after that with simple interest at 6 per cent a year.

The elevator was built, accepted and used every year since; but payment of the balance was refused with the only defense that the elevator did not have a capacity of 40,000 bush.

The Supreme Court in its decision given March 15, 1920, said:

Now, it appears from computation that the metes and bounds of the elevator, as given in the specification, do include a number of cubic feet equal to about 40,000 bushels, because of partitions, bins, and a large hallway the working capacity of the elevator was only about 35,000 bushels. And the contention is that under the terms of the written contract defendant was entitled to an elevator with working capacity of 40,000 bushels, regardless of the specified dimensions or the metes and bounds. There is no showing that the Langdon elevator had a working capacity of 60,000 bushels, and the chances are that it had no such capacity, and there is no claim that in making the oral contract for the elevator a word was ever said concerning its capacity. It seems the capacity clause was inserted merely by way of description, and not as a contract to make the elevator wider, longer, or higher than the specified number of feet. If the elevator had varied from the particular description—the width, the length and the height as given in the specification—then the plaintiff might have objected that it did not conform to the contract. In such case the particular description controls that which is general.

For some 11 years Donovan has had the use of the good building and the use of the balance due for a low rate of simple interest. His low rate of litigation must have been quite fully satisfied. Now the seal of the court should be given to his love of honesty. The judgment of the court must be that the plaintiff do have a recovery from the defendant E. I. Donovan the sum of \$3,106.17, with simple interest on the same at 7 per cent a year from October 18, 1908.

July 1, 1915, and after that with simple interest at 6 per cent a year, with the costs of the action and the costs of the appeal, and that the plaintiff may issue a general execution for the collection of the same; also that for the amount adjudged to be due the plaintiff shall have a lien on said lots 1 and 2 and may cause the same to be sold under a special execution, as provided by law.—177 N. W. Rep. 114.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

Western Freight Tariff Bureau in Sup. 30 to Circular 1-N cancels Sup. 28, and gives rules, regulations and exceptions to classifications; effective June 12.

Central Freight Tariff Bureau in Sup. to Tariffs gives local, joint and proportional freight tariffs on classes and commodities from and to points as provided in tariffs, effective April 1.

Central Freight Tariff Bureau in Sup. 11 to 218 gives joint, local, and proportional eastbound commodity rates from points in Ill., Ind., Ia., Ky., Mich., Mo., O., Pa., W. Va., Wis., to Albany, Baltimore, Boston, Montreal, New York, Norfolk, Philadelphia and other eastern points in the United States and Canada; effective May 2.

Central Freight Ass'n, Tariff Bureau, in Sup. 22 to 100-N, canceling Sup. 20, gives local, joint, and proportional rates applying on classes and commodities between Chicago, Ill., Milwaukee, Wis., and other stations; and Cincinnati, O., Evansville, Ind., Henderson, Ky., Indianapolis, Ind., Jeffersonville, Ind., Louisville, Ky., Madison, Ind., New Albany, Ind., Owensboro, Ky., and other stations; effective June 10.

Central Freight Ass'n, Tariff Bureau, in Sup. 2 to 245 gives joint, local, and proportional rates on grain, grain products and by-products of grain from points in Ill., Ind., Ia., Ky., Mich., Mo., N. Y., O., Pa., W. Va., Wis., to Albany, Baltimore, Boston, Montreal, New York, Philadelphia, Rochester, Syracuse, Utica, and other points of destination named, and to points taking same rates or arbitraries higher; effective May 30.

C. B. & Q. in Sup. 4 to 3200-D gives local, joint and proportional rates on grain, grain products and seeds between Mo. River points and Chicago, Peoria, Ill.; St. Louis, Mo.; St. Paul, Minneapolis, Duluth, Winona, Minn.; La Crosse, Wis., and stations taking the same rates or higher; effective June 25.

C. R. I. & P. in Sup. 11 to 28675-C gives local, joint and proportional rates on grain, grain products, broom corn, alfalfa cake and meal, linseed cake and meal and seeds between Chicago, Rock Island, Peoria, Ill.; Council Bluffs, Ia.; Kansas City, St. Joseph, St. Louis, Mo.; Minneapolis, St. Paul, Minn.; Omaha and stations taking the same rates; also stations in Colo., Ill., Ia., Kan., Minn., Mo., Neb., Okla., and S. D.; and stations in Colo., Kan., Neb., W. Mo., Okla., and Texhoma, Tex.; effective June 17.

C. B. & Q. in Sup. 3 to I. C. C. 13063 gives local, joint and proportional rates on grain, grain products and seeds between Chicago, Peoria, Ill.; St. Louis, Mo.; Minneapolis, St. Paul, Minn., and stations taking the same rates or arbitraries higher, and stations in Ia. and Mo., except Mo. River crossings; also from stations in Ia. and Mo., to Metropolis, Ill.; Cairo, Ill.; Evansville, Ind., and Key West, Fla.; effective June 20.

THINK of country points bidding the farmer more for potatoes than for beans, and what both the elevator and the farmer must have thought when they realized that the grower could raise on an average 12 bu. of potatoes or one of beans, and still he was getting more money for the former. At the same time potatoes were advancing everything else which the elevator handles, such as wheat, oats, rye, hay, etc., were also very bullish. It is only natural that they should sell the commodities which there was a heavy demand for at advancing prices, and hold their beans.—Hatterton & Sons.

Federal Grain Storage Act Introduced.

A bill to be known as the "Federal Grain Storage Act," has been introduced by Senator Capper and Representative Tincher in the Senate and House, respectively.

The bill provides that a grower or owner of grain shall deposit it in the warehouse or elevator in quantities of not less than 300 bushels. When the grain has passed into the custody of Federal authority, the custodian shall deliver to the depositor six negotiable grain receipts, each representing one-sixth of the grain stored. One of the receipts shall be dated to expire two months after date, when the grain must be removed; one four months, one six months, one eight months, one ten months, and one twelve months after date.

All grain from any crop year must be removed before any grain from the next year is received into storage. This regulation is for the purpose of keeping grain moving in a continuous stream to the mills. The depositor at his own expense must take proper care of the grain stored by him, and keep it insured against fire. The Sec'y of Agriculture is given power to make and enforce all rules and regulations necessary for carrying out the act, and to appoint the custodians at the warehouses and elevators.

Senator Capper, the author of the bill, explained its purposes thus:

"This bill will stop profiteering in wheat, flour and feed, and will enable the farmer to get a fair price for his wheat and buy his flour and feed at reasonable prices. It will stabilize the price of wheat the year around and will practically prevent stock exchange corners on wheat. It will enable the community miller to run his mill the entire year, supplying the wheat raiser and his community flour and feed at the minimum price.

"The farmer is today compelled to sell his wheat soon after harvest in order to realize. The first three months after harvest the market is glutted with wheat and wheat is always the cheapest at that time."

CHAS. B. MUNDAY, known in the milling and flour business and convicted for wrecking a Chicago bank, has appealed to the Illinois Supreme court for a hearing in the June term. If the hearing is denied Mr. Munday will be compelled to serve a term in the Joliet penitentiary.

Freight Payment in Canadian or U. S. Money

The Interstate Commerce Commission, on May 18, amended Conference Ruling No. 207. The Ruling, as it stood, read:

"Payment for Transportation.—Nothing but money can be lawfully received or accepted in payment for transportation subject to the act, whether of passengers or property, or for any service in connection therewith, it being the opinion of the Commission that the prohibition against charging or collecting a greater or less or different compensation than the established rates or fares in effect at the time, precludes the acceptance of services, property, or other payment in lieu of the amount of money specified in the published schedules."

Amendment was accomplished by the addition of the following regulation:

"The existing difference in exchange value between the monies of the United States and the Dominion of Canada, while continuing to bear the same denomination, has been productive of confusion and uncertainty as to the construction to be placed upon tariff schedules, division sheets, and accounts in respect of traffic crossing the international boundary. We are of opinion that where transportation of persons or property or transmission of intelligence by wire or wireless takes place partly within the United States and partly within the Dominion of Canada, the tariff charges or divisions thereof accruing for the part which takes place within the United States are payable only in lawful money of the United States, irrespective of the money in which tariff charges or divisions thereof accruing for the part which takes place in the Dominion of Canada may be payable under the laws there in force.

"The practice, which has grown up since development of said difference in exchange values, of requiring prepayment of charges in cases where not customarily required theretofore, tends to embarrass shippers and impede foreign commerce. Carriers subject to the act will be expected to refrain from such unusual requirements in cases where they are not justified by other considerations.

ELLIS Grain Driers

Do you know that it is very practical to install an Ellis Grain Drier in a circular concrete bin? It saves building cost and fits in admirably with the operation of the work house.

If you contemplate a new elevator or additional storage, ask your contractor to write us for specifications.

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the Grain Dealers Journal worth much or little to your business. It represents the labor of nearly a thousand persons using equipment that costs nearly a million. All of it is in the interest of your business and you will find suggestions and pointers in both the reading and advertising pages of real value, if you will but read and heed the message.

Grain Carriers

HEREFORD, TEX.—We paid \$93 one month recently for lumber used in repairing cars. We get all the grain doors needed.—E. W. Harrison.

"A SHORTAGE of 3,350 grain cars in the Panhandle of Texas" is the report made by the Texas Railroad Commission to the Interstate Commerce Commission on May 21.

W. M. CORBETT, president of the Kansas City Terminal Railway company, reports that switching conditions in Kansas City are just about normal. This report may be somewhat optimistic, but undoubtedly the situation is improving rapidly.

A STATION AGENT at a small town on the Illinois Central, when asked about embargoes, said that so many embargoes were in effect that he hardly knew where shipments could be sent. At that date, May 16, the only terminal markets open to the country shipper were Cairo, Ill., and Nashville, Tenn.

AN AMENDMENT TO THE TRANSPORTATION ACT providing fifteen years instead of five years for railways to repay advances made to them from the \$300,000,000 revolving fund has been approved by the Senate committee on Interstate Commerce. This will assist railways in providing needed equipment.

THE WABASH RAILWAY before government operation was doing a regular three-day fast freight business between New York and Chicago. During government operation the trip took from 6 to 8 days. Since the roads went back into private ownership and until the switchmen's strike the running time was reduced again to five days.

THE HOUSE MERCHANT BILL for a permanent merchant marine policy was passed by the Senate May 21, without a record vote, and was sent to conference. This bill provides for the sale of government owned ships to American citizens or corporations as soon as advisable. Pending sale, government operation or lease is provided.

A LEASE for site rental that expired on May 1, 1920, had not been renewed by the railroad company by May 12, reports an Illinois dealer. The last time this lease was renewed three years ago rate was doubled. A representative of the railroad while under government operation told the dealer his rate would probably be increased. Dealer has heard nothing since.

INCREASED ALLOWANCES for grain doors supplied in Western Canada by shippers for ordinary freight cars carrying grain are placed at \$2.25 per door for lowers and 75 cents for uppers, in a ruling of the Canadian Railway Commission. These rates apply on cars with five foot doors and compare with the current rate of \$1.50. For six foot doors the rates are \$2.60 and 90 cents.—B.

AN ELEVATOR COMPANY in the Southwest cut into a concrete tank to supply a mill with grain, recently. A grain inspector was on hand to supervise the loading, which was done on trucks that backed up to the opening in the tank. It cost the mill about 6 cents a bushel to move the grain in this manner, in contrast with the usual box car charge of 1 cent; but the mill did not have to shut down, at any rate.

GRAIN EMBARGOED from Peoria was sold by the C. & N. W. R. R. probably to avoid spoilage on the track. The Peoria dealers were informed that they should make claim for the grain at the market price the day it was sold. Dealers at Peoria think that this case will make a bad precedent, as the market price of the grain is now much higher than the day it was sold, and the grain did not come to Peoria. Peoria grain men were in session recently to determine action to be taken against the carrier.

THE ILLINOIS TRACTION SYSTEM that connects Decatur, Bloomington, Peoria, Springfield and St. Louis has been a godsend to dealers located thereon. This system will not let a car get off its own lines, and has managed to keep the grain moving at all times. The disadvantage of this line is that shipments in I. T. S. cars cannot be reconsigned and are sometimes sold at a discount of about 2c a bushel.

RAIL TRANSPORTATION AND CAR SHORTAGE are still the big factors in determining values. We do not expect the situation to change immediately to an extent of allowing anything like a normal movement of grain to this market. Meanwhile, local dealers at New York, many of whom have exhausted their stocks, are unable to obtain supplies needed to take care of the insistent demand from consumers.—L. W. Forbell & Co.

A BILL MAKING THE PANAMA CANAL free to United States shipping was introduced, May 18, by Senator Borah of Idaho. The bill provides that no tolls shall be levied upon vessels passing thru the Panama Canal engaged in the coastwise trade of the United States. It further provides that section 1 of an act to provide for the opening, maintenance, protection, and operation of the Panama Canal and the sanitation and government of the Canal Zone, approved Aug. 24, 1912, be repealed.

THE INTERSTATE COMMERCE COMMISSION began hearings on Monday, May 24, at 10 a. m., on applications by carriers for authority to increase rates. The Commission first heard the carriers in official classification authority together with the evidence of a general character which is applicable to all the territories. It then heard the carriers in southern classification followed by those in western classification territory. It then heard evidence of a general character applicable to all of the territories in opposition to the proposals followed by evidence in opposition to the official, southern, and western classification territories in the orders named.

DEALERS READING the statements that from 75% to 90% of the switchmen are back to work believe there is no reason for the present tie-up with an embargo against grain shipments to practically every terminal market. It should be remembered that while this percentage of men may be switching cars, they are new inexperienced men and not the old men. At a recent conference of railway executives in New York it was admitted that 90% of the present tie-up is the result of this strike. These executives expect a return to a permit system of shipping so as to be able to move the essentials of the country. Some such system must be inaugurated if any grain is to be moved from the southwest.

TAKING FOR GRANTED that the fence built by the carrier along its right of way was the extent of the carrier's property has caused considerable inconvenience to an Illinois dealer, and probably will cause him considerable expense in the future. This dealer, who inherited his business from his father, paid no attention to the exact extent of his property, thinking that it extended to the carrier's right of way at fence. After a building had been erected on the site the railroad informed the dealer that the fence was not the extent of their property. They proved to the dealer that their land extended past the fence they erected and that part of one of his buildings was on railroad right of way. Now this dealer must either pay site rental or move one of his buildings back on his own land.

AT A CONFERENCE between the Interstate Commerce Commission with shippers and carriers at St. Louis, in the matter of minimum carload loading, the grain dealers were almost uniformly in favor of continuing the present minimums, the larger millers were divided on the subject, and the smaller millers favored a reduction to 40,000 pounds with double loading in 60,000 cars. All desired that any change

if made should be made before the new crop begins to move. The feed dealers were in favor of making change at once, the carrier universally insisted on a continuation of the present rule. A complaint was registered against the rule in the Southern states that permits light loading at same rates per 100 as carloads. This has always appeared a discrimination against millers and dealers in territory north of the Ohio. The Director agreed that it was so, but said he had no authorization to consider the matter, and that it should be presented to the Interstate Commerce Commission if relief were desired.

THE RECENT DECISION of the Interstate Commerce Commission will probably bring about a great deal of change in the adjustment of loss and damage claims, both in the payment of more claims by the railroad and the improvement in scale facilities on the part of the shipper. Under Federal control, the Railroad Administration has tried to place upon the carrier the legal obligation of rejecting an unsuitable car. They have tried to make the shipper prove that the car which he accepted and loaded with grain was suitable for bulk grain loading. This has been changed by the decision of the commission, and such burden is placed upon the carrier. If any car, no matter how poor, is sent for loading at your station, and the railroad agent writes across the B/L "car suitable for bulk grain loading," the burden is shifted to the carrier. If you are ever in doubt about the ability of a car to stand up under a load of grain in transit, have the agent make such a notation upon the bill of lading, and the contention of the railroad that the car was not suitable for bulk grain loading can be effectively silenced.—E. J. Smiley, sec'y, Kansas Grain Dealers' Ass'n.

Hearing on Rail Ownership of Lake Boats.

Since 1912, when the railroads were forbidden to operate lake boats, the boats have been in the hands of other privately owned companies. Recently, Senator Frank B. Kellogg of Minnesota introduced a bill into the U. S. Senate which brings up the question of railroad ownership of lake boats, and a hearing will be conducted for the purpose of giving everyone concerned a chance to voice his opinions.

The bill is being strenuously opposed in some quarters. Duluth men contend that the bill would work against that city, and to this Senator Kellogg answered that he had proposed the bill to aid or hinder any port because he favored railroad ownership, simply that the question might be settled in open hearing. In the general transportation act, he had declined to incorporate provisions for rail ownership.

The boats formerly owned by the railroads are now the property of the Great Lakes Transit Corporation, which still operates them. This line carries package freight on and operates passenger boats, from the head of the lake to Buffalo. Other sections of the Great Lakes system have no such service as these are the ones in favor of the ownership of boats by the railroads. Many shippers the lakes believe that regular service will come only thru railroad ownership.

The shipping company is not subject to the regulations of the Interstate Commerce Commission, and therefore, may make its own rates and go wherever business calls it without reference to regularity of schedule. The Duluth to Buffalo route has been found to be the best paying one, and consequently, all the boats of the corporation are operating on it.

Shippers at Green Bay ports, Milwaukee, Sheboygan, Waukegan, and La Crosse are in favor of the return of the old system, according to Minneapolis reports. Lake shipping at these and other ports not regularly served by the Great Lakes Transit Corporation is in congested condition.

Demurrage at Transit Houses.

The Interstate Commerce Commission has ruled that the suits brought by the Armour Grain Co. and others against the Director General, Illinois Central R. R. Co., et al., and by the Minneapolis Traffic Ass'n against the Director General, Ann Arbor R. R. Co., et al., be dismissed. The complainants contended that due to congestion of grain elevators consequent to their inability to obtain, during a car shortage, cars sufficient in number for outbound loading, demurrage accrued upon grain, in carloads, shipped into transit points on local billing, and there held in cars for unloading into the elevators; and that such assessment of demurrage was unreasonable and unduly prejudicial.

At the commencement of the harvest period in July and August, 1916, having experienced no difficulty up to that time in obtaining cars for outbound shipments, the Armour Grain Co. made purchases of grain, "spot" and "to arrive," to meet their eastern sales, but not in excess of the capacity of their elevators after deducting the tonnage representing sales made. In the early part of September they found it difficult to obtain cars for eastern destinations. Inbound shipments began to accumulate; their elevators became congested; and cars had to be held on the tracks. This shortage of cars for eastbound shipments became increasingly acute during the following months and was not alleviated until the reopening of lake navigation in the following April.

Complainants contend that the car shortage during this period was considerably accentuated by the carriers' enforcement of the provisions of the car-service rules requiring the return of empty equipment in the direction of the owning road, thereby preventing them from reloading inbound cars of the western lines made empty at their elevators. Also they assert that because of Chicago's location as the terminus of the eastern and western carriers, these rules worked a particular

hardship upon them which did not obtain at other centers, excepting possibly Peoria, Ill., and St. Louis, Mo.

While conceding that the charges were legally assessed, complainants attack the lawfulness thereof because of the duty imposed by law upon the carriers to furnish shippers with cars upon reasonable request. They urge that by contract the carriers were, and are, obligated to furnish them with outbound cars or relieve them from demurrage on their inbound cars. This, they assert, follows from the fact that their elevators are located upon the lines of but one carrier which is thus the delivering line of the inbound shipment and the initial carrier of the outbound shipment, and that the carriers, by joint tariff arrangements, have given them the benefit of rates which are actually or in effect through rates from original point of origin to final destination as of the date of the original shipment. They further urge that from the nature of their business as handlers of grain in transit it is unreasonable to assess demurrage on inbound shipments which thru no fault of their own can not be unloaded into their elevators, especially when this is due to their failure to obtain sufficient outbound cars.

The commission maintains: While it cannot be said that the holding of grain in the elevators was, during the entire time, for the benefit of the shipper, the sending of the grain to the elevator and the unloading therein was for his benefit and on his orders, and but for this method of handling there would have been no interruption of the through transportation, no taking possession by the shipper, and no demurrage would have accrued. The grain having been unloaded into the elevator, the complainants were thereafter in the same position as other shippers from Chicago, and, when the benefit of holding the grain ceased, were no more entitled to immediate movement than were other shippers.

In the second case, the complainants are the Minneapolis Traffic Ass'n and the Randall, Gee & Mitchell Co. The latter, the real party in interest, is engaged in the purchase

and sale of grain at Minneapolis, Minn., and is referred to herein as the complainant. Based upon reasons similar to those set forth in the Chicago cases, they attack the reasonableness of the demurrage rules under which the Minneapolis, St. Paul & Sault Ste. Marie Railway, hereinafter called the Soo line, assessed charges for the month of September, 1916, and for the months of December, 1916, to March, 1917, inclusive, on numerous inbound carloads of oats held in excess of free time allowed for unloading into a transit-grain elevator located at Amery, Wis. As in the Chicago cases, the cause for the detention of the inbound shipments at Amery was the congested condition of the elevator at that point resulting from the carriers' inability to supply cars for outbound shipments for New England destinations in sufficient numbers to offset the inbound movements to the elevator. Also the carriers' justification for their failure to furnish cars to the number requested is the same as that interposed in the Chicago cases, namely, the car shortage brought on by the extraordinary congestion of traffic in the east consequent upon the unusual conditions arising from the war.

Upon consideration of the whole record, we are of the opinion and find that the demurrage charges were legally assessed, and that the demurrage rules are not shown to be or to have been unreasonable.

The complaint will be dismissed.

THAT THE LEVER FOOD CONTROL ACT could not be enforced was the decision of Federal Judge Evans, at Louisville, April 30. He stated as his reason, the "act is too vague and the language too indefinite."

THE PRICE TO MILLS of all grades of western wheat was advanced 35 cents a bushel, and British Columbia, Ontario, and Quebec wheat, 40 cents a bushel, according to new regulations issued by the Canadian Wheat Board. These new prices took effect at midnight, May 8. The maximum wholesale prices of bran and shorts were increased \$3 a ton.



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STANDARD AND PRICE REMAIN THE SAME

Early purchase of materials and supplies used in the manufacture of SEEDBURO QUALITY Grain Grading Equipment enables us to maintain the high standard and excellence of these products without increasing selling price.

SEEDBURO QUALITY is used exclusively in Government Inspection Bureaus, State and Terminal Market Departments, and by more millers and elevator operators than all other makes combined.

Reliable grain grading equipment is absolutely necessary for the operator who expects to make money from handling grain. Inspect your equipment NOW. If any part is defective or missing, replace it immediately.

Present abnormal traffic and market conditions make it imperative that orders for repairs and supplies be placed at once if you expect to make the most money and take care of the coming crop to advantage.

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Supreme Court Decisions

State or Interstate Commerce.—Maize shipped from one point in Texas through Oklahoma to another point in Texas was subject to the provisions of the federal Interstate Commerce Law (U. S. Comp. St. § 8563 et seq.).—*St. Louis S. W. Ry. Co. v. Shields Grain & Coal Co.* Court of Civil Appeals of Texas. 220 S. W. 183.

Damages for Delay in Transportation.—If goods transported within a reasonable time would ordinarily arrive in good condition, and the additional length of time caused by the negligence of the carrier in itself would cause damage to the goods, the delay in transportation would constitute a proximate cause of the damage.—*Rezek v. Southern Pac. Co.* Supreme Court of New York. 181 N. Y. Supp. 117.

Proof of Market Value.—Proof of market value may not be made in the first instance by a showing of the prices obtained upon particular sales. When a competent witness gives opinion as to market value of property not capable of being shown by public sales, private sales may be shown on cross-examination, to test value of opinion, but not as affirmative evidence for party calling him.—*Luchs v. Goldman.* Supreme Court of New York. 181 N. Y. Supp. 355.

Not Unlawful to Fix Rates of Commission.—An ass'n of dealers in hay, the principal purpose of which is to fix and maintain rates of commission and brokerage to be charged by its members, does not violate Rev. St. 1909, §§ 10298-10301, as labor, whether physical or intellectual or a combination of the two, is not a product or commodity that is the subject of importation, transportation, manufacture, purchase or sale within the statute.—*Harleson v. Tyler.* Supreme Court of Missouri. 219 S. W. 908.

Contract for Free Transportation Void.—Railroad may recover for transportation of interstate freight from its freight yards to shipper's mill yard, notwithstanding contract that no extra charge should be made for such services in addition to the charges in accordance with tariff rates for transportation to its freight yards; such contract being against the federal prohibition against preferences and rebates, the transportation from the railroad yards to the shipper's place of business being a part of interstate transportation.—*Boston & M. R. R. Co. v. Standard Wall Paper Co.* Supreme Court of New York. 181 N. Y. Supp. 129.

Measure of Damages for Breach of Warranty.—Measure of damages for breach of warranty as to quality of unmanufactured goods is the difference between what the goods would be worth in the market and what they were worth as delivered. Measure of damages for breach of warranty as to quality of manufactured goods is the difference between what the goods would have been worth in the market, had the warranty been true, and what they were worth in the market in their condition as manufactured from inferior merchandise. Evidence of price realized upon a private sale of goods has no probative force in determining the market value of such goods.—*Hoagland Ligety Co. v. Finkelstein.* Supreme Court of New York. 181 N. Y. Supp. 353.

Shortage Must be Proved.—While the transferee of an "order notify" B/L, after paying the draft attached and obtaining possession of the B/L, and thus acquiring the legal title to the goods mentioned therein, may maintain a suit against the carrier for any shortage in the shipment occasioned subsequently to the transfer of title and before delivery to him, where such shortage is traced to the carrier, yet where, in such a suit, the B/L does not appear in evidence, and there is no evidence of any admission upon the part of the carrier as to the amount of goods received by it from the consignor, or other evidence tending to prove the amount of goods in the possession of the carrier and delivered to the transferee, the latter, altho proving title to the goods shipped and received, fails to prove any loss or damage to the shipment accruing after he had obtained title thereto.—*Southern Ry. Co. v. Hunt.* Court of Appeals of Georgia. 102 S. E. 757.

Can Collect Undercharge within Four Years.

—A B/L is a "contract in writing" within the meaning of Vernon's Sayles' Ann. Civ. St. 1914, art. 5688, the four-year statute of limitations, and an action by a carrier to recover unpaid freight is not barred until expiration of four years; for failure on the part of a carrier to collect or a shipper to pay the stipulated rate is a breach of a contractual obligation, and not merely of a legal duty, although the rate stipulated is the only lawful rate.—*St. L. S. W. Ry. Co. v. Shields Grain & Coal Co.* Court of Civil Appeals of Texas. 220 S. W. 183.

Measure of Damages for Seller's Failure to Deliver.—In a buyer's action against seller for failure to deliver goods, the measure of damages is the difference between the contract price and the market value at the time and place of delivery with interest, and plaintiff may recover such damages without having supplied his wants elsewhere. In a buyer's action against seller for failure to deliver, where it does not appear that the goods were not obtainable in the open market plaintiff could recover his actual damages, had he proved them by showing that he required the goods in his business, procured them elsewhere, or made them at a cost greater than the contract price, but not otherwise.—*Seward v. Pennsylvania Salt Mfg. Co.* Supreme Court of Pennsylvania. 109 Atl. 617.

Reciprocal Demurrage Statute Unconstitutional.—Sections 6159, 6160, 6162, Rev. St. 1913, which impose liability on railroad companies for actual damages and in addition levy a fine or penalty, to be paid to the injured party, are repugnant to section 5, art. 8, of the Constitution, which requires that all fines and penalties arising under the general laws go exclusively to the school fund. A statute which provides for more than compensatory or actual damages to be paid to an individual is in excess of legislative authority and is unconstitutional. Where a statute makes a railroad company liable for \$1 per day per car for delay in forwarding, giving notices, or delivery, and in addition thereto imposes liability for actual damages caused by such delay, by necessary implication is in violation of section 21, art. 1, of the Constitution.—*Sunderland Bros. Co. v. Chicago, B. & Q. R. Co.* Supreme Court of Nebraska. 177 N. W. 156.

Contract Releasing Railroad from Responsibility Void.

The Supreme Court of Oklahoma on March 2 affirmed the decision of the trial court in the case of Myrtle B. Smith, executrix of Fred W. Smith, deceased, against the Chicago, R. I. & P. Ry. Co., for damages for the negligent death of testator. The judgment of \$11,000 in favor of the plaintiff was appealed by defendant to the Supreme Court; but the judgment was sustained.

Mr. Smith was one of the owners of the elevator in Enid, Okla., known as the Stephenson elevator, located on the right of way of the defendant company. He was having unloaded a car of grain which had been spotted by the defendant and was setting alongside of the elevator. He, with an employee, was inside of the car directing the placing of the grain in the chute which carried it from the car to the basement of the elevator. North of this car was another car on the same side track, being unloaded by other parties. A train on the main track backed on to the side track, bumped into and coupled on to the latter car, and then without warning bumped into the grain car.

In the violence of the bump Mr. Smith's left hand was caught between the chute on the elevator and a portion of the car and mangled. A few days later tetanus resulted from the injury and Mr. Smith died.

The evidence brot out the fact that on other occasions the defendant company had been warned by the plaintiff of its employers' negligence in bunting cars on the elevator side track, and that the station agent had told the switch foreman to see that more care was taken. The elevator spout was knocked down in one rough encounter.

The defendant presented the plea that the partnership, of which the deceased was a

member, had entered into a contract with the defendant which released the defendant from all liability relative to the elevator property or life, for the reason that the elevator owners had not lived up to the terms of the building contract which provided that all elevator buildings must be a certain distance from the track. The chute was within this distance and therefore the defendant held that it was not responsible for Mr. Smith's injury.

To this defense, the court called attention to Sections 7 and 8 of the Constitution of Oklahoma, which read:

"Sec. 7. The right of action to recover damages for injuries resulting in death shall never be abrogated, and the amount recovered shall not be subject to any statutory limitation.

"Sec. 8. Any provision of a contract, express or implied, made by any person, by which any of the benefits of this Constitution, is sought to be waived, shall be null and void."

The plaintiff prayed for a judgment of \$35,000 for herself and her minor children, James and Fred Smith. The jury of the trial court awarded her \$11,000, which the Supreme Court affirmed.

Carrier Liable on Destination Value.

Pacific Heater Mfg. Co. v. Southern Pacific Co., 188 Pacific Reporter, page 600, a citation that should be added by grain shippers who would recover destination value in the McCaull-Dinsmore case and the case of *Wabash Ry. Co. v. Holt*, U. S. Circuit Court of Appeals, 263 Federal Rep. 72.

In the Pacific Heater case decided Feb. 1920, by the district court of appeal for the second district of California judgment was given for destination value.

A number of gas heaters were so badly damaged in transit that consignee refused to accept them. The railroad company then tendered them to the shipper and also made an effort to induce the shipper to repair the furnaces to put them in shape for market. This the plaintiff refused to do.

The court said: There is evidence tending to show that repairs might have been made which would have resulted in reducing the amount of the damages incurred. On the other hand, according to the testimony of a competent witness, the furnaces, in their condition, as received at Portland, had no market value whatever; the repairs necessary to put them in condition to be sold would not have restored more than 50 per cent of their market value, and the cost of the repairs would have been more than 50 per cent. If the jury believed this evidence, as it was entitled to do, the conclusion must have resulted that the value of the property was totally destroyed; and, since the amount of the judgment does not exceed the original market value of the property, appellant's claim that the damages awarded are excessive should not be sustained.

Appellant now contends that the measure of damages in this case was controlled and limited by the provisions contained in the B/L, which provided for a measurement of loss or damages on the basis of the value of the property tested by the bona fide invoice price, if any, or the consignee, including freight charges, if prepaid, unless, etc.

It further appears that at the trial the defendant did not request the court to give any instructions referring to a basis of value of the property as controlled or limited by the invoice price or by any special contract or representation; on the contrary, the instructions requested by the defendant stated rules having reference to the market value of the property. The case was tried on the theory that defendant was to be bound by its ordinary liability as a common carrier. No special contract relieving defendant from that liability was set forth in the answer. This should have been done if the defense was to be relied upon. *Michalitschke v. Wells Fargo & Co.*, 118 Cal. 683, 50 Pac. 84. The judgment should not now be reversed upon the ground that the case should have been tried upon a different theory than that which was presented to the trial court.

The judgment is affirmed.

A superficial reading of this decision would indicate that the railroad company would have won if it had alleged its liability was limited by the B/L to invoice value, in the first trial; but the truth is that the railroad company chose not to present this defense, because it would have resulted in a direct precedent sustaining destination value. The elevator attorneys of the railroads know that as long as they can keep the destination value

ause out of the Supreme Court of the United States their claim agents will have a good opportunity to quibble and to beat shippers out of their dues.

Custom Explains Contract.

The Cherokee Grain Co. was denied a rehearing Apr. 20 by the Supreme Court of Oklahoma of the decision in favor of the Oklahoma City Flour Mills Co. on a contract for 1000 bus. of wheat.

The deal was made over the 'phone Oct. 13, 1916, at \$1.61 for 10 days' shipment, to Galveston, Tex.

Defendant alleged there was no contract on account of the difference in the confirmations.

Chief Justice Rainey said: "If it be assumed for the purposes of this case that there was some dissimilarity in the confirmations, defendant is not entitled to a reversal of the judgment. It is shown by the evidence that both plaintiff and defendant were members of the Oklahoma Grain Dealers Association and were familiar with and bound by the rules of said ass'n. It was testified to by a number of witnesses, including some officers of the ass'n, that where a sale of grain is made over the telephone and confirmation letters are sent by both purchaser and seller on the same date of the sale, and where the confirmations are identical as to the quantity, grade, kind of grain, price, destination, weight, and time of shipment, but where there is a dissimilarity in the printed matter at the bottom of the contracts, and where it is further shown that no objection was made by either party, under the rules of the ass'n the purchaser's confirmation has precedence and controls. Under these circumstances this case comes within the rule announced in the cases of Robinson v. United States, 80 U. S. 13 Wall. 363, 366, 20 L. Ed. 653; Strong v. Single, 96 Kan. 573, 152 Pac. 631; McSherry

v. Blanchfield, 68 Kan. 310, 75 Pac. 121; Atkinson v. Kirkpatrick, 90 Kan. 515, 135 Pac. 579. In the first-named case the Supreme Court of the United States, in the syllabus, held as follows:

"1. Custom or usage may properly be received to ascertain and explain the meaning and intention of the parties to a contract, whether written or parol, the meaning of which would not be ascertained without the aid of such extrinsic evidence, where the parties knew of the existence of the custom or usage, and contracted in reference to it.

"2. Parties who contract on a subject-matter concerning which known usages prevail, by implication incorporate them into their agreements, if nothing is said to the contrary."

The evidence in this case shows that after this contract was entered into the price of wheat materially advanced, but for which fact it is doubtful whether this controversy would have arisen.—188 Pac. Rep. 1,067.

Kansas City Rule Set Aside by Arbitration Com'te.

Hodgson-Davis Grain Co., of Kansas City, Mo., plaintiff, v. Schaefer Grain Co., of Wichita, Kan., defendant, before the Arbitration Com'te. No. 1 of the Grain Dealers National Ass'n, composed of C. D. Sturtevant, Geo. P. Bissell and J. R. Murrell, Jr., of the Grain Dealers National Ass'n.

August 30, 1919, plaintiff sold defendant, thru Christy Grain Co., a broker at Wichita, "One 80-cap. car No. 2 mixed corn at \$1.80 Kansas City, official weights and grades, five days shipment from Kansas City via A. T. & S. F."

Plaintiff's confirmation, which was acknowledged in writing by defendant, and is, therefore, "The contract" included the following provision:

"On shipments made from Kansas City the date the B/L is accepted and signed by the Transit Inspection Bureau shall govern the time limit of shipment."

It is the custom of commission merchants and dealers in the Kansas City market to buy cars of grain on the floor of the Exchange, surrender inbound B/L to the inbound carrier and order the car to an elevator for transfer, for the purpose of obtaining official weights. It is possible for them to obtain from the outbound carrier B/L duly signed and stamped on the date of the surrender of the inbound B/L or on

the date the car is received by the outbound carrier, and before the car is transferred and ready to move outbound.

In accordance with this custom, plaintiff, on Sept. 2, billed KCS-14599 to defendant at Wichita via A. T. & S. F. and ordered the car to an elevator for transfer.

On Sept. 5, defendant wired plaintiff: "Tread (Answer by telegraph immediately) number initials billing date car corn due out yesterday."

Plaintiff replied by wire and letter: "Car alkali (No. 2 mixed corn) not yet transferred expect to go out tomorrow." "We replied to your message this afternoon, advising that your car of corn was not yet transferred. This car has been ordered to the Santa Fe for transfer and shipment since August 31, but owing to the congestion of the yards at Kansas City, this car has been delayed. We expect to have this car transferred for you not later than tomorrow."

Defendant thereupon wired as follows: "Cancel that car corn account not shipped within contract time."

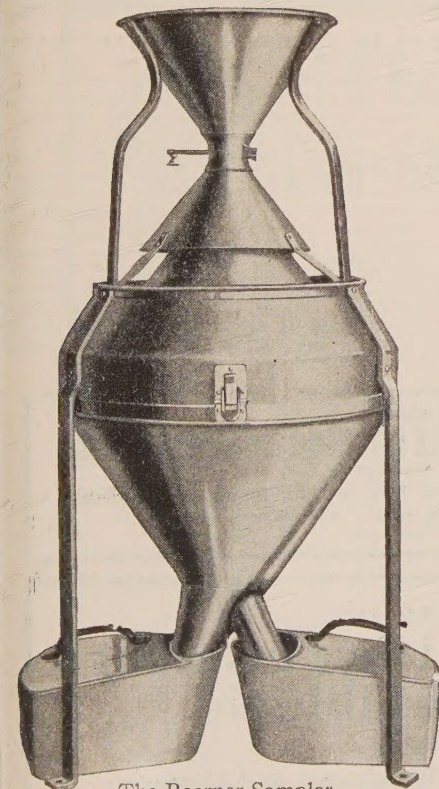
As a result of this correspondence, plaintiff sold the car at a loss of \$340.40 and brings these proceedings to recover this amount.

Plaintiff claims that as the B/L was signed and stamped by the Western Weighing and Inspection Bureau September 2, the car was shipped in contract time in accordance with the provision in contract quoted above.

The contract provision referred to is quite generally included in all Kansas City contracts and the Arbitration com'te of this Ass'n have held it a good delivery when grain was loaded, inspected and billing stamped by the Western Weighing and Inspection Bureau within the life of the contract, even tho the B/L was not signed by the agent of the carrier until the following day. These findings were based upon the fact that the seller had done everything necessary to move the grain to destination and that the shipments would have moved upon the signature and stamp of the Western Weighing and Inspection Bureau, even though the B/L had never been actually signed by the carrier's agent.

In this case, even tho the B/L was signed by the carrier's agent and stamped by the Western Weighing and Inspection Bureau on Sept. 2, the contract was not filled, because the car had not been transferred, nor the weight or the outbound grain ascertained.

When grain is sold for shipment from a terminal market, it is the duty of the seller to load, inspect and bill the shipment within the life of the contract, and as this was not done in this case we find for defendant and direct that plaintiff pay the costs of these proceedings.



The Boerner Sampler

for splitting grain samples. As specified by Department of Agriculture. \$49.50 net.

Brown-Duvel Moisture Testers, also, and all other apparatus for sampling and grading grain. Illustrated Booklet free.

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There never was a planting season, starting so cold—so wet—and so late, that didn't make the use of Hess Grain Driers imperative, and profitable.

A Warning—

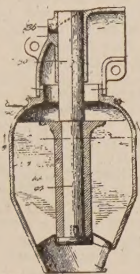
Shortage of steel—shortage of men—shortage of cars—all conspire to make deliveries late and uncertain—

Therefore order your Hess Drier early, and be ready.

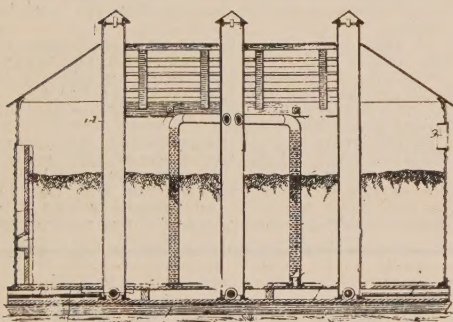
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Chicago

Patents Granted

1,339,437. Grain-Storage Bin. Lizzie H. Dickelman, Forest, O. This storage bin is a sheet metal receptacle with air openings around the bottom, including spaced main and sub flooring, several ventilating pipes in the receptacle with extensions thru the main floor, and mounting means on the sub-floor. Lateral air pipes in the space lead to the extensions. Perforated air conducting pipes are disposed about each ventilating pipe with thimble connections to the main floor where they are closed and lead to the respective ventilating pipes. A metallic flooring covers the main floor and holds



1,399,757



1,339,437.

the thimble connections in place, with means for connecting the flooring to the sheet metal receptacle beneath the air openings.

1,339,757. Dust-Separator. Hugh Hill and John B. Dyer, Anderson, Ind. A vertical rotatable chamber is in combination with a machine adapted to draw dust-laden air into itself. The chamber has a discharge port at its top entering the intake of the machine. Means are operated by the machine for rotating the chamber with reference to the machine. Inside the chamber are means for driving the dust therein toward the inner surface of the outer wall of the chamber, there being an air intake opening in the bottom of the chamber, the areas of the intake and discharge openings of the chamber being less than the cross sectional area of the interior of the chamber, while the lower opening is of a sufficient unobstructed size so that when the rotation of the chamber is stopped, dust inside the chamber discharges itself by gravity thru the lower opening.

DOUGLAS W. LACKEY, for the past two years sec'y and treas. of the American Corn Millers' Ass'n, has resigned his position to take effect June 1, his resignation being presented and accepted at a meeting of the board of directors held May 13 at the Congress Hotel, Chicago. T. M. Chivington, of Louisville, Ky., will succeed Mr. Lackey.

NEMATODE GALLS OF WHEAT and bunted kernels may be easily distinguished, according to recent experiments by A. Berg. He says that typical bunt kernels due to the wheat nematode may be recognized by the fact that the non-infected kernels have developed an apical tuft of hair known as the brush, while in many cases the infected kernels do not have the brush, but have an indentation at the tip.

New Grain Dealers Ass'n for California.

Under the name Imperial Valley Grain Dealers Ass'n, grain men of the Imperial Valley, California, recently organized at El Centro. The officers of the Ass'n are: Pres., E. T. Leonard; vice-pres., Clark H. Bradshaw; sec'y, John J. Phillips; treas., Harry W. Horton; board of governors, S. H. Bissell, C. A. Caballero, A. C. Rath, F. E. Copley, and J. G. Scott.

Weighing and inspection stations have been established at Imperial, Brawley, Calexico, El Centro, and Calipatria. Com'ites on membership, transportation rates, and publicity have been appointed.

The rules of the San Francisco Merchants Exchange and of the Los Angeles Grain Exchange will govern the new hay and grain grading of the Ass'n. Meetings will be held the third Friday of every month, to which all of the ranchers are invited to take part and co-operate in the work of the Ass'n. All meetings will be open, and advance notices will be published in the newspapers of the Valley.

To settle differences between members of the Ass'n and between members and patrons of the organization, a grievance board has been established.

Charges Against Houser Not Sustained.

The charges made by a Spokane grand jury in February, of improper use of his office by Max H. Houser of Portland, Ore., second vice-pres. of the United States Grain Corporation, have been found, upon investigation by the United States Attorney at Portland, to be without cause.

Mr. Humphries, United States Attorney at Portland, Ore., in summarizing the matter, says that the charges made by the grand jury reflecting on Mr. Houser, are all summed up in the statement that he was able by reason of his position with the Grain Corporation, to manipulate and operate his mill and grain companies to an immense profit to himself and associates. These charges are without foundation. Mr. Humphries further states that he has not attempted to pass on the recommendation made by the grand jury to the President and Congress.

George R. Mayo, special accountant of the Bureau of Investigation, who has been assisting Mr. Humphries in his investigation, in his report stated that Mr. Houser's grain and milling interests represent an invested capital of \$3,720,000, and are capitalized for this amount. During the six months ending December 31, 1919, the net profits of all these interests was \$179,106.16, equal to 4.4-5 per cent on the total capital stock.

Insurance Notes.

AN INSURANCE COMPANY reports that fires in buildings under construction are more common than in buildings already erected.

A NON-COMBUSTIBLE iron roof on office, engine room or elevator may be the means saving many hundreds of dollars should the plant ever catch fire.

GLEN WALKER, sec'y Millers Mutual Fire Insurance Co., is making a trip to Switzerland to visit his mother and sister, who are living there temporarily.

TO REDUCE THE RATE of insurance for Indianapolis citizens Mayor Hewitt has made a number of recommendations, including the abolition of the wood shingle roof.

DES MOINES, IA.—We have taken admittance to Kentucky and Tennessee. We will now come in closer touch with elevator and mill owners in these states than we have in the past.—J. T. Sharp, sec'y Mill Owners Mutual Fire Insurance Co.

THE ARGENTINE GOVERNMENT has drawn up a bill for the purpose of checking the exportation of wheat and flour from that country. The plan includes a heavily increased export tax. Exports for the week, ending May 11, were estimated at 9,900,000 bus., compared with 7,104,000 bus. the previous week, and 2,166,000 bus. last year.

H. S. HELM of the RUSSELL-MILLER MILLING Co., Minneapolis, Minn.; B. W. Marr of the Gwinn Milling Co., Columbus, O.; and Charles L. Roos of the Hunter Milling Co., Wellington, Kan., are the three members appointed by Pres. Goetzmann of the Millers' National Federation to the general committee on grain and milling industries to consider the assumption of trading for future delivery.

Books Received

FOR AN AMERICAN MERCHANT MARINE is the title of two pamphlets put out by the committee of American shipbuilders, containing reports of the committee and vital statistics. To hold our commercial position won during the war, it is only necessary to terminate provisions in our commercial treaties which make it impossible for American ships to compete successfully for the world's commerce," according to the report. The committee further suggests that the next step to be taken depends upon whether Congress, after our painful and expensive lesson, is willing to terminate the terminal treaties which have disabled our sea commerce for almost a hundred years. Such a proposition has been made to the sub-committee of the Senate Committee on Commerce as an amendment of H. R. 10378.

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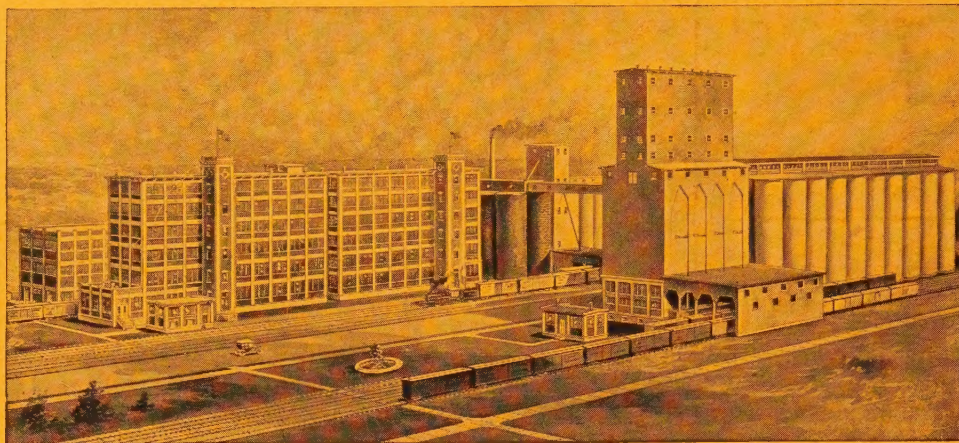
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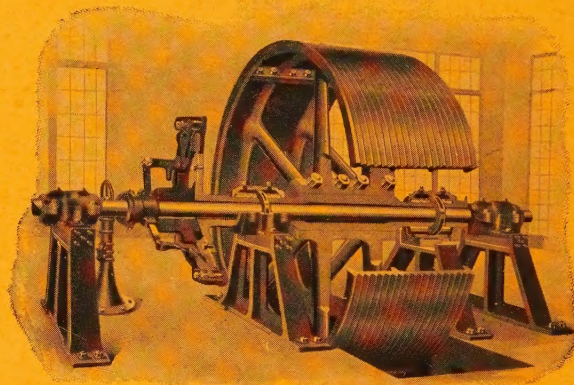
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